

Boxes, Baskets and Boards

A History of Anderson-Tully Company

By Charles A. Heavrin

Introduction by James E. Fickle

Preface by Charles W. Crawford



MEMPHIS STATE UNIVERSITY PRESS

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Christopher J. Tully, to whom this history is respectfully dedicated.

Contents

Acknowledgements	ix
Preface	xi
Introduction	3
The Big Six	11
The Anderson-Tully Company Memphis Operations	23
Anderson-Tully Owned Companies	37
A Change in Management	45
Vicksburg Operations	53
Products and Production	69
Logging Operations	87
Patton-Tully Transportation Company	105
Timberland History	115

People	121
Postwar Growth and Modernization	137
Appendices	
A. Anderson-Tully Company Estimated Annual Lumber Production	141
B. Boats Owned by Patton-Tully Transportation Company or Anderson-Tully Company	145
C. Present Employees of Anderson-Tully Company with Twenty- five or More Years of Service	148
D. Present Anderson-Tully Company Management	150
E. Memphis Hardwood Lumber Producers and Wholesalers in 1925	151
F. Biographies of the Big Six	153
Glossary	161
Sources	169
Index	175

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Charles A. Heavrin
Memphis, Tennessee
August 15, 1981

Preface

During the early decades of the nineteenth century, the first settlers began arriving in the area generally located between the mouths of the Ohio River to the north and the Arkansas River to the south and known as the Mississippi River Valley. These settlers found topsoil of unusual depth and fertility and vast hardwood forests. From the beginning of settlement until the 1880s, a pattern developed in the area that left the timber resources relatively undisturbed. Although towns were laid out and planters cleared extensive cotton fields, these efforts removed limited forested areas, with timber used mainly to meet local needs. A major change for the southern forests came when the timber reserves in the north and northeast were depleted as a result of extensive logging, and the lumber companies there began to turn their attention to the almost unused woods of the lower Mississippi Valley.

In this setting in 1889 a historic meeting of lumber entrepreneurs was held in Benton Harbor, Michigan. At this conference the Anderson-Tully Company was organized, a venture intended to take advantage of the box and basket business opportunities becoming available in the south. Operations were planned for Greenfield

ANDERSON-TULLY COMPANY

and Memphis, Tennessee, and later for sites in Arkansas and near Vicksburg, Mississippi. Since Memphis was the largest city in the area and because of its facilities and location, it was selected for the headquarters of the new company, which began operations in the same year it was organized.

This book is an account of this successful lumber company and its history from the 1880s to the present. Written by a participant in the Company's management and based on careful and extensive research, it is filled with well-documented detail of Anderson-Tully's operations and development. It is an informative case study of a company active in one of this area's major resources. Policies have made the difference in the Company's success, because it has been managed by successive generations of men who took a personal interest in both employees and plant operations. These men took direct advantage of water transportation by acquiring timberland on rivers and building plants there and by building a fleet of river equipment. They kept their mills up-to-date and diversified so as to manufacture products of the times which had good markets. Above all, they adopted conservative fiscal policies and continually invested surplus in timberland to assure an economical source of quality raw material and an appreciating investment.

The story of the Anderson-Tully Company is more than a corporate history—it is also a history of the area and the century in which the business operated and prospered. Accordingly, this book is an example of industrial development in the Mid-South from the 1880s to the 1980s. Although considerable writing has been done on the history of this area during the last quarter of a century, this study will be a

PREFACE

valuable addition to the historical literature. Businessmen, historians, and general readers should all profit from reading this book.

Charles Crawford
Memphis State University

A History of Anderson-Tully Company

Introduction

James E. Fickle

The rich tapestry of southern history is woven from many threads which bring their individual attributes to the ever-changing pattern. The “New South” of the post-Reconstruction era is a product of their diversity. It is rural, urban, black, white, prosperous, poor, agricultural, industrial. Memphis, sitting as historian David M. Tucker has felicitously phrased it “on the shady side of the Sunbelt,” is a creation and reflection of many of these forces, and the Anderson-Tully Company is an important and integral part of the Bluff City’s history.

Important threads illuminated by the story of Anderson-Tully include the promotion of industrialization by New South leaders, the migration of the lumber industry during the late nineteenth century, the rise of Memphis as the self-proclaimed “hardwood capital of the world,” the movement of northern businessmen and money into the post-Reconstruction South, and the continuing importance of the Mississippi River as an avenue of commerce during the late nineteenth and twentieth centuries. The experiences of Memphis and of Anderson-Tully tell us much about the development of the New South.

ANDERSON-TULLY COMPANY

Chronological definitions of the New South era vary, but there is a general agreement that it begins in the 1870s with the assumption of leadership by the “Bourbons” or “Redeemers” who “redeemed” the section from the supposed evils of Reconstruction. The term “Bourbon” was derived from the charge that like the restored Bourbon leaders of post-Napoleonic France they had neither learned nor forgotten anything as a result of their experiences. The charge was inappropriate, for while the leaders of the New South often came from rural origins, they were not simply the leaders of the antebellum plantation society resurrected.

While the “Old South” had embraced agrarian ideals and an agricultural economy, the post-Reconstruction leaders espoused economic diversification and the promotion of industrialization through the attraction of northern capital and entrepreneurs. Although not rejecting their agrarian heritage, they actively and unabashedly strove for a new economic balance and emphasis for Dixie. Their attitudes were well reflected in the words of a Tennessean quoted in C. Vann Woodward’s *Origins of the New South*: “As for these investments of Northern capital, the South is glad to have it come. We welcome the skilled lumberman with the noisy mill.”

The lumbermen were primed and ready to come. Until the rise of the “sustained yield” concept with its “scientific” management of forests during the middle decades of the twentieth century, the American lumber industry was largely migratory. Originating in coastal areas and particularly in the woods of the northeast, the industry was constrained by its inadequate knowledge of the reproductive capacities of forests, the taxation laws, current harvesting and manufacturing techniques, the capital struc-

INTRODUCTION

ture, and patterns of timberland ownership, to follow a policy of “cut out and get out,” leaving behind a residue of supposedly worthless cutover lands.

From New England the industry moved into the Great Lakes states during the mid-nineteenth century. By the post-Civil War era the northern woods were increasingly denuded and the industry was on the move again—some operations jumping across the continent to exploit the great softwood forests of the Pacific slope and the Northwest, others moving toward the southern pine and cypress stands of the lower South or to the hardwoods of the highlands and the Mississippi Valley.

Just as the nation was growing and its demand for wood products increasing—for housing, veneers, boxes, furniture, etc.—the transportation system to move these products from the South to outside markets was taking shape as integrated railroad systems were constructed in Dixie during the 1880s and 1890s. During this era the South emerged as the nation’s most productive lumber manufacturing region, a distinction it held until the period following World War I. Lumbering became the region’s leading industry in terms of employees, revenue, and geographical spread.

By this time much of the area immediately surrounding Memphis had been cleared to support the region’s major economic pillar—the cotton kingdom. However, abundant hardwood resources remained in the vicinity—city boosters at the turn of the century boasted of twenty-one hardwood varieties in the immediate area—and because of its location on the river and astride excellent rail facilities, plus its status as a growing regional commercial and banking center, the Bluff City was a natural headquarters for the emerging southern hardwood industry.

ANDERSON-TULLY COMPANY

During the last two decades of the century dozens of new firms, including the Anderson-Tully Company, established mills and/or headquarters near the river and rails along the Chickasaw Bluffs and helped to establish Memphis as a significant hardwood center. The city was struggling to recover from the devastating human and economic losses of the 1878 yellow fever epidemic, and while its new leaders emphasized cotton and trade as their top priorities, by the turn of the century Memphis's claim that it was the "largest spot cotton market in the world" was joined by its self-proclaimed title of the "hardwood capital of the world."

The Anderson-Tully Company originated in Michigan during this period, and its organizers, like many other Lakes States lumbermen, saw opportunity in the South and established operations in Memphis in 1889. However, unlike many of its compatriots and competitors, Anderson-Tully survived the vicissitudes of a mercurial business, diversified, and changed with the times. Thus, it survived down to the present as both a mirror of and participant in the economic evolution of the Mid-South region.

The Company's principals settled in the Bluff City, becoming a part of the town's social and economic establishment, and were thus representative of the tendency for northern entrepreneurs to establish roots in the societies of the New South, a process facilitated in Memphis by the fact that the town was virtually a new city due to the yellow fever's legacy. As an amalgam resulting from the combination of a number of predecessor firms and individuals, the Company was also illustrative of the industry trend toward combination and larger capitalization to take advantage of bigger mar-

INTRODUCTION

keting areas and more advanced technology, including band saws, tramways, dry kilns, and other facilities that were beyond the reach of the small operator or the “peckerwood” mills of the South.

While the industry grew rapidly, it was plagued from the start by a plethora of difficulties. Competition was fierce, and production always seemed to exceed demand. Quality standards were sometimes poor and difficulties with transportation agencies constant. Labor represented a large part of the manufacturing cost, and while it was generally abundant, cheap, and tractable in the Mid-South (Memphis had a well-deserved reputation as a strong anti-union town), there were periodic disquieting reports of efforts by “outside agitators” to organize workers, black and white, in various parts of the southern timber regions. Always there was the fierce competition between neighboring firms, from other producing regions, and from the substitute materials that eventually replaced wood in many applications. The lumbermen combined in trade associations to deal with these and other common problems, but as one writer noted, there was “a fatality about lumber organizations that insures for them an early and ignominious dissolution.”

Lumbering was among the forgotten industries of the “roaring twenties.” As the economy seemed to roll toward ever higher levels, lumber manufacturers complained endlessly of the period’s “profitless prosperity.” During the decade Memphis solidified its position as the hardwood capital, and by the mid-twenties it boasted of some forty hardwood mills in the immediate area and of numerous plants turning out various wood products. Anderson-Tully remained one of the industry’s leaders, continuing

ANDERSON-TULLY COMPANY

to produce the fruit and vegetable boxes and other containers which were its original products, absorbing competitors, and acquiring its own sawmills and veneer mills. However, during the decade as corrugated paper containers began to challenge wood, the Company started to shift its emphasis toward quality lumber production and diversification. Among its newer products were plywood, veneers, automobile and furniture parts, and flooring. The Company upgraded its equipment and maintained a growing fleet of barges and other river craft to move its materials and products by water.

The river flotilla operated under the auspices of the Patton-Tully Transportation Company, formed in 1906, which served other customers, as well as Anderson-Tully, by providing towing, repair, salvage, harbor service, and river construction work. The craft and crews of this wholly-owned Anderson-Tully subsidiary became an integral part of the Memphis riverfront scene, as well as that in Vicksburg, Mississippi, which the company also served. River operations remain an important part of Company operations down to the present.

When the Great Crash and Depression of the 1930s engulfed the country, the lumber industry was not spared from its devastation. Anderson-Tully, by this time actively involved in timberland acquisition, was forced to dispose of some holdings in order to improve its liquidity. As the industry struggled to survive, it was eventually drawn through its trade associations into participation in the New Deal's National Recovery Administration, whose Lumber Code Authority attempted to control production, place a floor under prices, improve quality standards, and introduce improved

INTRODUCTION

conservation practices. The conservation provisions were the major survivors of the experiment in the lumber industry, and during the period of the late 1930s Anderson-Tully employed its first timberland manager and began to implement improved forestry practices.

Following the boom years of the 1940s and 1950s the hardwood industry suffered from increasing competition as carpets, plastics, and other substitutes replaced wood products. By the mid-seventies over half of Memphis's former hardwood workers had lost their jobs and from a peak of some 1.2 billion feet of hardwood flooring sold in 1955, sales had plummeted to only about 96 million feet in 1975. In that year Anderson-Tully, which had been upgrading its equipment and technology, improving its management of timberlands, and concentrating production in its most modern facilities at Vicksburg, closed most of its Memphis manufacturing operations.

The Company continued to maintain its offices and marketing operations in Memphis and thus to reflect the city's changing role in the industry. By the beginning of the 1980s there was only one remaining hardwood sawmill in the Bluff City, but Memphis continued to have about 150 hardwood-using companies employing some 16,000 workers. The city had become a hardwood marketing, rather than producing, center.

The Anderson-Tully Company arrived, grew, and changed with the Memphis hardwood industry. Its experiences, and those of the city, are important parts of the New South story. While the lumber industry has received increasing attention from scholars in recent years, it still remains a largely neglected part of southern history.

ANDERSON-TULLY COMPANY

Responsible, workmanlike studies of individual firms by capable amateur historians like Charley Heavrin can help to supply the kinds of basic information about the inner workings, logging and manufacturing procedures, personalities, policies, and facilities of these companies that will allow students to construct richer and more detailed interpretations of the industry and of its role in the development of the New South.

The Big Six

Beginning shortly after the Civil War, six men from Michigan entered into the box and basket business at different times—Abel W. Wells, a sawmill hand; Henry C. Ward, a farmer; Addison D. Kent, a marble worker; Seneca B. Anderson, a lumberman; John Higman, Jr., a banker; and Christopher J. Tully, who started his career by assembling baskets in a factory. Later all six men became friends and associates in the Anderson-Tully Company and a combine that eventually would manufacture the majority of fruit and vegetable boxes and baskets used in the United States.

Abel W. Wells was born and raised in Canada. When he was twenty years old, he moved to the United States and worked in sawmills for eight years. He moved to St. Joseph, Michigan, in 1868 and built the Michigan Basket Factory on Water Street. Henry C. Ward sold his interest in a box and basket factory at St. Joseph operated by Wilcox and Company and became a partner in the Michigan Basket Factory with A. W. Wells in 1869. John Higman, Jr., a former bank teller, was hired as a salesman for the Michigan Basket Factory in 1881. One year later, he acquired the interest of Willis W. Cooper and became a partner in the business. Henry Ward



Left to right: Higman, Ward, Wells, and Kent with their wives standing behind them. The Wards and the Kents were in St. Joseph on vacations when this picture was taken on September 17, 1888.

THE BIG SIX

became plant manager at this time, and Wells and Higman handled sales and bought timber.

In 1886 the A. W. Wells Company built a box and basket factory at Greenfield, Tennessee, and Henry Ward moved to Tennessee to set it up and operate it. Addison D. Kent, a partner with Wells in a St. Joseph bank, was hired to manage the office, payrolls, and sales.

The town of Greenfield, Tennessee, is located in Weakley County and was established in 1873 on the Illinois Central Railroad line. By 1886 it had a population of 550 people and boasted two city blocks of brick buildings along the east side of the railroad. There was also a combination sawmill and gristmill in the town.

In 1869 Christopher J. Tully had gone to work making baskets for James Kirby and Bro. in Chicago. The company moved its plant to Benton Harbor, Michigan, shortly thereafter, and Tully moved with them. The plant was later purchased by the Charles Colby Company. For a long time, Tully was a nailer who assembled baskets, and he acquired the reputation for being the fastest in his trade. Nailers held the nails in their mouths and used magnetized hammers. They worked on a piece rate and at that time were paid 50¢ per 100 baskets. The company had a standing wager for anyone who could assemble more baskets than "Chris" Tully for the young man could assemble 800 in a day's work. The average was 500.

Christopher Tully left this company in 1881 and established a box and basket factory at South Haven, Michigan. Four years later he sold his interest in the company

Anderson Tully Co. Book
Benton Harbor Mich
and Greenfield Tenn

We Abel W. Wells, Henry C Ward, John Nigman Jr,
Seneca B. Anderson, Addison D Kept, and
Christopher J Tully, all the stockholders of the
corporation organized under the name of the
Anderson Tully Co. do hereby call the first
meeting of the stockholders of said corporation
for the purpose of organization at the office of
L C Tyse St Joseph on the 2nd day of March
AD 1889 at 5 o'clock P.M.

And we who are subscribers and all
the subscribers to the capital stock of said
corporation do hereby in writing under
our hands Waive Notice of such meeting
Dated March 1st 1889.

Abel W Wells
John Nigman Jr
Addison D Kept
Henry C Ward
Christopher J Tully
Seneca B. Anderson

CAPITAL, \$75,000.	<div style="font-size: 2em; font-weight: bold; margin: 0;">THE ANDERSON-TULLY CO.</div> <div style="text-align: center; margin: 5px 0;">OF</div> <div style="text-align: center; margin: 0;">BENTON HARBOR, MICH.</div>	3000 SHARES, \$25 EACH.
-----------------------	---	----------------------------

No. _____
Shares. _____

This is to Certify. That _____ is the owner of _____ Shares of the Capital Stock of

ANDERSON-TULLY CO.,

[ORGANIZED UNDER THE LAWS OF THE STATE OF MICHIGAN, MARCH 1st, 1889.]

Transferable only on the books of the Company, in person or by attorney on the surrender of this Certificate.

Witness the Seal of the Company and the signatures of the President and Secretary, at Benton Harbor, Michigan, this _____ day of _____ 18____

 President.

 Secretary.

Above: The original stock certificate was printed in brown ink on white paper.

Left: Taken from the first page of the Anderson-Tully Company stockholders' minutes book is a notice of the first stockholders' meeting to be held the following day. Each man signed the notice. The purpose of this meeting was the incorporation and reorganization of the Company. Two other companies were formed about the same time by these same stockholders, but the page heading identifies this as the minutes book of the Anderson-Tully Company. Note that the stenographer misspelled the word Tully twice.

ANDERSON-TULLY COMPANY

and purchased a one-third interest in the N. B. Hall Company which made boxes and baskets at Benton Harbor.

When he was in Benton Harbor, Christopher Tully had noticed large orders for boxes and baskets from the produce shippers of Greenfield. He moved to Greenfield in 1885 and built and operated the Tennessee Box and Basket Factory for the N. B. Hall Company. The plant employed forty people and made fruit and vegetable boxes and baskets. A larger plant, the Greenfield Box and Basket Factory, was completed in 1887 and had several buildings on sixteen acres. It employed sixty people. This was the factory built and operated by Henry C. Ward for the A. W. Wells Company. Both factories were on the east side of the railroad, the Wells company at the north end of town. Both depended for production on a good supply of gum and elm logs from the nearby Obion River bottoms.

The sixth man, Seneca B. Anderson, established a retail lumber company in Van Buren City, Michigan, in 1874, when he was twenty-five years old and recently out of college. He joined the Charles Colby Company at Benton Harbor in 1886, five years after Tully had left the company. The following year, he joined the N. B. Hall Company whose Greenfield plant was managed by Tully. That same year, Anderson took a boat trip down the lower Mississippi River and was impressed with the timber stands in the delta region of Mississippi and Arkansas. He decided then that a veneer plant in this area would have an excellent supply of soft hardwoods. In addition to the one-third interest which Tully already had purchased in 1885, he and Anderson acquired controlling interest in the N. B. Hall Company on December 31, 1887. They

THE BIG SIX

reorganized the company and renamed the partnership the Anderson-Tully Company.

In the decades following the Civil War, the United States supreme court made several decisions favorable to the concept that a corporation is a person and has similar rights. The corporation with its limited liability became a more attractive vehicle, and many business partnerships were incorporated. During this period, railroad construction expanded considerably, and this opened up widespread markets to many companies formerly limited by transportation facilities. In the 1880s, there was a general trust movement to control markets. This was generated in part by the restriction of corporations at that time by state statutes. They were usually limited in the amount of dollar assets, in the amount of indebtedness, in their types of businesses, and in their geographic areas of operation. Many horizontal mergers were common in the late 1880s in an attempt to overcome these restrictions and to take advantage of out-of-state markets.

At this time the officials of the A. W. Wells Company and the Anderson-Tully Company, because of competition between them for raw material, labor and markets, decided to form a combine to compete better with other firms in the container industry. On November 26, 1888, at St. Joseph, the A. W. Wells Company partnership was incorporated as the Wells-Higman Company with Wells as president and John Higman, Jr., as secretary-treasurer. Other stockholders were Henry Ward, Addison Kent, Seneca Anderson, and Christopher Tully. Anderson and Tully deeded to Wells one-third undivided interest in the Benton Harbor and Greenfield plants of the Anderson-Tully Company for shares in the Wells-Higman Company. The A. W.



This veneer mill of the Ward-Kent Company in 1894 was located at Greenfield, Tennessee. The box plant across the road can be seen to the left of the mill.

THE BIG SIX

Wells Company plant at St. Joseph was included in the Wells-Higman Company, but the plant in Greenfield was not.

Three weeks after the Wells-Higman incorporation, Wells sold his one-quarter interest in the Greenfield plant of the former A. W. Wells Company to Henry Ward. Following these purchases, the Ward-Kent Company was founded on January 24, 1889. In his diary on that date Ward wrote:

We entered into an agreement with Anderson-Tully to consolidate the two factories into a stock company; they by paying us \$3666.66 became equal partners with us in both factories, each owning 1/5 of the whole. Higman paid me for 1/3 of the interest that I bought of Mr. Wells, \$3534.71. I paid Mr. Wells for his interest in the Anderson-Tully factory \$2000 and took up note of Wells \$1070.00—\$3070. Wells and Higman started for home on the eleven o'clock train.

Ward-Kent's five stockholders were Henry C. Ward, president; Addison D. Kent, secretary-treasurer; John Higman, Jr.; Seneca B. Anderson; and Christopher J. Tully.

The Anderson-Tully Company was then incorporated on March 2, 1889, in the office of Lowery C. Fyfe, a Benton Harbor attorney. The Company was capitalized at \$75,000 with 3000 shares of stock held by Anderson, Tully, Ward, Kent, Wells, and Higman, all who held equal shares in the Company and became known as "The Big Six" of the wooden container industry. The *St. Joseph Herald* of May 15, 1921, in the obituary of Henry C. Ward claimed:

This group of six men were the pioneers of the fruit package business in the United States and beyond doubt manufactured more fruit packages than all others combined.

ANDERSON-TULLY COMPANY

Each company had a manager who was mechanically inclined and suited to the operations or production end of the business and another who was familiar with sales and finance. Although Tully did not have a formal engineering education, he had the ability and experience for manufacturing veneer products; Anderson by education and experience was more suited to sales and payrolls; Ward knew machinery and was the operations man of the Ward-Kent Company; Kent was a banker who understood finances. In the Wells-Higman Company, Wells was the type who could install machinery and put a plant in operation; Higman, who learned the banking business early, handled the finances and contacted customers. In 1890 the assets of the Wells-Higman Company were valued at \$97,000 and the Ward-Kent Company at \$62,658.

The Ward-Kent Company continued to operate the consolidated Greenfield plants until 1914. Strawberry crates were a big item, and on May 15, 1899, Ward wrote in his diary:

This has been our busiest day in crate making. We made 6210-24 quart crates with 18 box makers and 13 crate makers. Worked at night for 2 hours.

Kent retired to St. Joseph in 1904; Ward retired in 1912 and moved to Los Angeles, California. The plant at Greenfield was sold in 1914 to the Coats and Brasfield families who continued to make baskets and boxes there until 1916. The plant then was sold to L. C. Brasfield in 1918 whose family still uses the old warehouse for their wholesale box and basket business.

The Wells-Higman Company established another basket factory in 1892 at Eighth and Wellington streets in Traverse City, Michigan. This plant employed 300 people



Shown here is part of the Wells-Higman Company plant at St. Joseph, Michigan. The date of the picture is unknown.

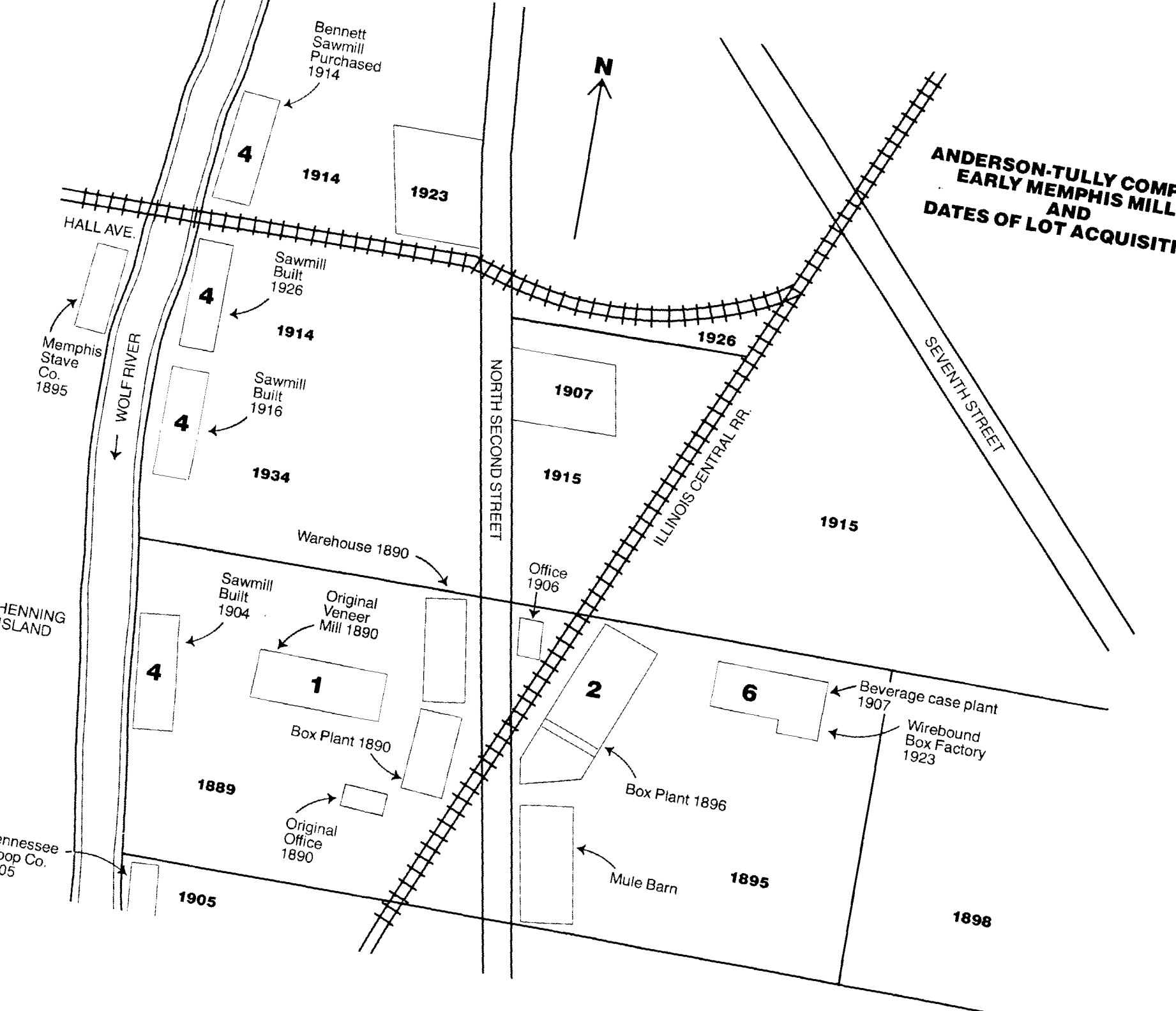
ANDERSON-TULLY COMPANY

and was the largest basket factory in the country, using three million board feet of basswood and elm logs each year to make four million peach, grape, and berry baskets. About 1895 Jackson basket machines were installed which allowed each man to assemble more than 2000 baskets per day in contrast to the earlier output of only 500 per man, per day. Wells-Higman Company bought the patent on this machine, from William Jackson of the Traverse City Iron Works.

When A. W. Wells died in 1912, Addison Kent succeeded him as president of the Wells-Higman Company. Charles F. Zapf, who managed the Traverse City plant, was elected vice-president, and Maynard H. Stuart became secretary-treasurer. Kent died in 1918, and J. O. Wells, son of A. W. Wells, was elected president. In 1920 Zapf acquired the Traverse City factory and changed the name to Zapf Fruit Package Company. In 1936 the plant changed hands again and was operated at least until 1945 under several different names, such as Berrien County Package Company in 1937, with Baird T. McAlvay as manager, and the Basket Factory in 1940. The Wells-Higman Company ran the factory at St. Joseph until that investment was liquidated in 1924. They also established a Canadian sawmill operation but sold the last of their timberlands and went out of business in 1951.

Memphis Operations

The development and growth of the lumber and wood products industries have been greatly effected by the development of machinery used to cut the wood. As early as 1550 inventors were trying to devise faster and more efficient ways of cutting than men using pit or frame saws. In that year, the first mechanical sawmill was built in France, and it used a water-powered up and down saw. The first water-powered up and down sawmills in this country were built by the Dutch in New York in 1633. The first circle saw was developed by Benjamin Cummins in New York in 1820. By that time, sawmills were powered by steam engines. This type of operation was common among the early mills in the South. The bandsaw was invented in England in 1808, but it was over fifty years before it was developed and the first bandmills were in operation. J. R. Hoffman of Fort Wayne, Indiana, and a Van Pelt of New York had bandmills operating by 1870. However, bandmills were not in common use until the 1880s, and it was after World War I before electric driven mills were in general use. The bandsaw cuts faster than the circle saw, and it wastes less lumber due to its thinner kerf. It will cut truer lumber and handle large logs easier, but it



MEMPHIS OPERATIONS

also represents a much higher investment. The Anderson-Tully Company was to take advantage of this modern development in machinery as the Company's expansion required more efficient methods.

Christopher J. Tully along with Seneca B. Anderson, who resigned as mayor of Benton Harbor in the middle of his term, arrived in Memphis on May 27, 1889, to start the first surge of Company growth. Near Memphis were excellent stands of cottonwood along the Mississippi River which could be utilized, as Anderson had seen two years previously. That same year the two men acquired a nine and one-half acre site on the east bank of the Wolf River, purchased from Collis Huntington and Eckstein Norton. The east boundary of this tract was Randolph and Big Creek roads (later North Second Street) and the Memphis, Paducah, and Northern Railroad (later the Illinois Central Railroad). On this site they built Mill No. 1, a veneer mill, and a box plant.

The Company's board of directors instructed Anderson and Tully to build "a mill 60 x 40 feet with roof and sides covered with iron" and "a warehouse 50 x 100 feet also covered with iron," and to install two steam engines of 140 horsepower. Tully and Ward contracted with Cooper Engine Company for these engines on July 31, 1889, in Grand Rapids, Michigan. The men also bought two veneer peelers (lathes) from Leslie Machine Works in Grand Rapids for shipment to Memphis. The Memphis plant produced fruit and vegetable boxes from such soft hardwoods as cottonwood, gum, and tulipoplar. According to the minutes of the board meeting held December 11, 1889, S. B. Anderson was to "have full charge of the office and business pertaining



Early stockholders of the Anderson-Tully Company shown here in 1903 are, *top left to right*, Seneca B. Anderson and W. Brown Morgan; *bottom left to right*, Addison D. Kent and Henry C. Ward.



Other Anderson-Tully stockholders in 1903 are, *top left to right*, Christopher J. Tully and John West; *bottom left to right*, Abel W. Wells and John Higman, Jr.

MEMPHIS OPERATIONS

thereto" and C. J. Tully was to "have full charge of the factory and all business pertaining thereto."

In 1895 a tract of land was acquired east of Randolph Road and another box plant (No. 2) was built for the production of egg cases and boxes for such things as crackers and macaroni. The first Memphis office was built on the original lot, but in 1906 the Company moved into their present office on the east side of Second Street.

The first officers of the Anderson-Tully Company were Abel W. Wells, president; Henry C. Ward, vice-president; Seneca B. Anderson, secretary-treasurer and Christopher J. Tully, general superintendent. In 1901 Abel Wells declined reelection and recommended that S. B. Anderson be elected president and treasurer of the Anderson-Tully Company. Henry Ward was elected vice-president and C. J. Tully, secretary and general superintendent.

The following excerpt, dated October 27, 1903, was taken from the diary of Henry Ward:

Messrs. Wells, Higman, Kent and wife and West came to Memphis this morning. Went out to the factory. Held meeting of Mississippi Manufacturing Company this morning. We held meeting of the Walton-Knox Company, Wells-Higman Company, Ward-Kent Company and Anderson-Tully Company before we went to dinner. The Company had their pictures taken this afternoon.

In 1904 C. J. Tully became vice-president and general manager, and Brown Morgan succeeded him as secretary. Bart C. Tully and Claude J. Tully, sons of C. J., joined the Company in 1909 and began to learn the business from the ground up. In 1914

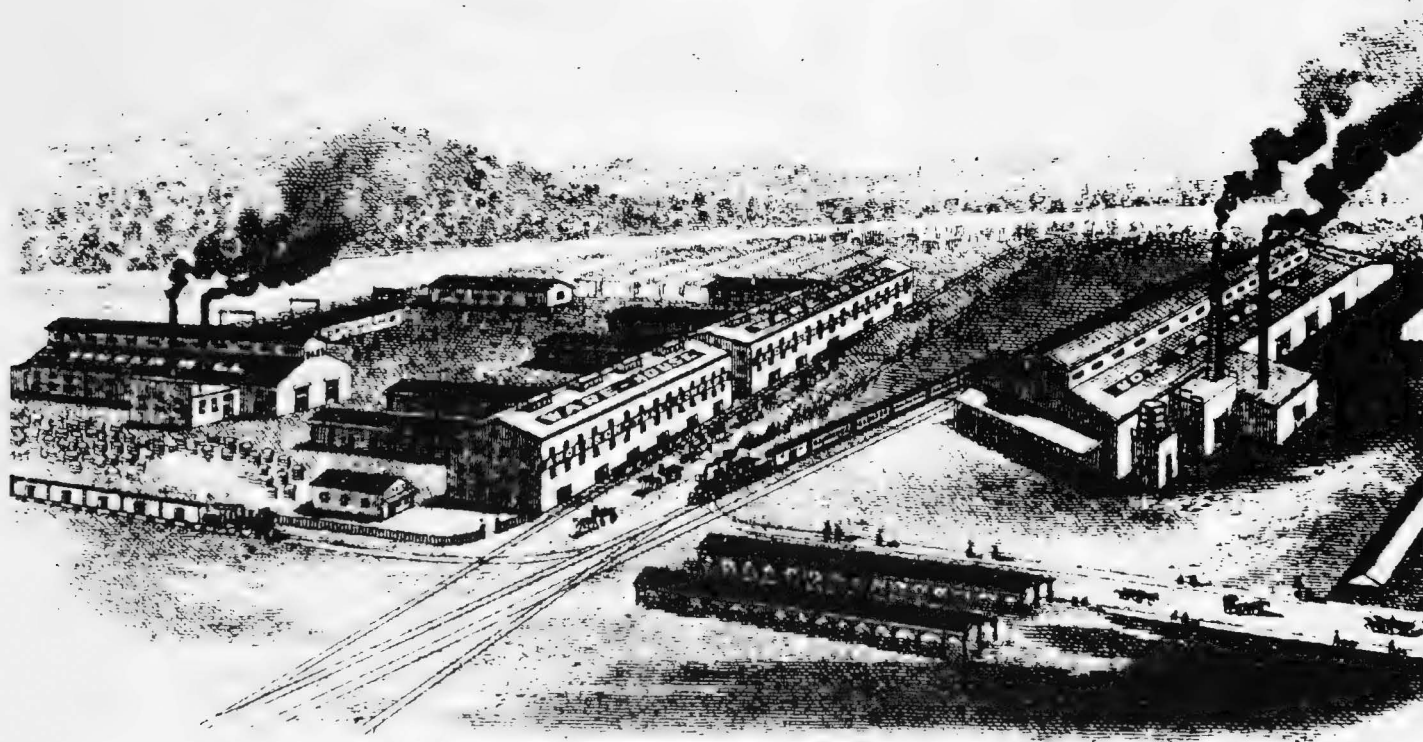
ANDERSON-TULLY COMPANY

Harry B. Anderson, son of S. B. and an attorney who later became a federal judge, was elected treasurer. Bart C. Tully became secretary of the Anderson-Tully Company.

A large mule barn was built on the Plant No. 2 lot. Before 1930 when the first lumber carriers were available, all lumber was moved on the yards with mules and wagons. Before World War I, the Company used about sixty-five mules on the Memphis yards. Black and brown mules were valued at \$150 to \$200 depending on their age, while large, young bay mules were valued for as much as \$300 each. Many of these mules were purchased from the Southern Horse and Mule Company at Memphis.

Anderson-Tully continued to operate the old N. B. Hall Company basket factory at Benton Harbor until 1898. By that time most other basket plants had installed the Jackson basket machine which allowed a man to assemble and nail baskets four times faster, but baskets in this old plant still were assembled by hand. Rather than invest in new machinery and compete with a sister company, the plant was closed. Its facilities and site were sold to the Wells-Higman Company in 1910. The factory later was acquired by Hinkley Basket Company about 1914, but that company went out of business in the 1920s.

The Memphis veneer mill burned at 2:00 P.M. on Sunday, March 22, 1896, but it was rebuilt the same year. On February 22, 1900, the warehouse burned but also was replaced immediately. Fires were common occurrences in early sawmills and other wood-using plants. The wooden construction of the buildings and the accumulation of dry wood waste or stored wood products contributed to the high com-



OFFICE & FACTORY, NORTH 2ND STREET.

This enlarged cut was taken from a 1900 letterhead showing the Memphis plant of the Anderson-Tully Company. The buildings to the left of the railroad were built in 1889 and 1890, and the box factory on the right was completed in 1896.

ANDERSON-TULLY COMPANY

bustion hazard. Many early mills also did not have high pressure water mains for fire suppression. Smoking and other safety rules were mostly nonexistent. These mills were of such high risks that when one company offered a sawmill as collateral for a loan, the banker flatly stated that "A sawmill is a liability, not an asset." Insurance rates also were high. The following excerpt was taken from the minutes of the Anderson-Tully Company's board of directors meeting on November 25, 1893:

Agreed that no higher rates of fire insurance be paid on the Memphis factory than 5%, or on the warehouse than 2%; on the Benton Harbor warehouse 2%; on the Greenfield factory 5%; on the Greenfield warehouse 2-3/4%; on the Traverse City warehouse 2-1/2%; on the St. Joseph warehouse 2-1/2%.

The Anderson-Tully Company acquired two additional stockholders in 1902—John West and W. Brown Morgan. John West moved from Carbondale, Illinois, to Greenfield on November 1, 1887, at the age of thirty-six. West began working as a clerk in the office of Greenfield Box and Package Factory. One of his early duties was to scale veneer logs hauled to the mill, which he often did "after supper," with his daughter Mary tagging along. West remained with the plant after it was taken over by Ward-Kent Company in 1889 and traveled to book orders and buy lumber, eventually working his way up to the position of secretary of the company. When West was offered stock in Anderson-Tully on credit, he acquired a sizeable block. Upon retirement, John West sold his stock to the company in 1917 and remained in Greenfield where he died in 1925.

W. Brown Morgan was born and reared in Ripley, Tennessee. He began working

MEMPHIS OPERATIONS

for the Anderson-Tully Company as a stenographer or clerk in the 1890s. Later he worked in the sales department and, finally, became secretary of the Company in 1904. Both he and John West became directors of Morgan and West Box Company. This company was named for them since three companies already had been named for the other six stockholders of the Anderson-Tully Company. Morgan left Anderson-Tully in 1915 and moved to Pine Bluff, Arkansas, where he built a veneer mill. He died in 1962.

Until 1900 the Anderson-Tully Company purchased what lumber was needed for their box and case production. Beginning at that time the Company operated a sawmill at Penton, Mississippi, for four years for C. W. Hunter Lumber Company in order to assure a constant supply of lumber. Penton is located in the delta section of Desoto County, just north of the Tunica County line on the Illinois Central Railroad.

In 1902 Anderson-Tully bought a sawmill and veneer mill at Ebony, Arkansas, in Crittenden County. This mill, designated No. 3, was on the Missouri Pacific Railroad line, six miles northwest of West Memphis. Timberland was acquired by the Company near the mill and was logged with oxen. This sawmill produced less than one million board feet of lumber per year, but its veneer production was high. The mill was probably a circle mill. Only gum and cottonwood logs were used. In addition to shipping lumber to the Memphis mills, lumber was sold to such firms as C. W. Hunter, James E. Stark Company, and Jorgensen and Company. The mill was closed in 1916, when the Company began operating a new sawmill at Memphis. The cutover timberland was sold in forty-acre lots at \$20 an acre.

LOGS SAWED, MONTH OF

Cottonwood	826	269347	Moore	McFerrin	Cypress	424
Gum	381	166342	Memphis	Stave	Myrtle Elm	1
Red Oak	25	9125	"	"	"	2
White	18	6862	Atc			454
Ash	221	25757				2618
Maple	146	29772				2663
Lypress	843	162008				
Poplar	122	18206				
Hack Berry	16	2682				
Willow	3	506				
Sycamore	7	1489				
Elm	1	363				
Miscellaneous	8	1879				
	<u>2218</u>	<u>110212</u>				

Summary of monthly sawmill production for September of 1905 at Mill No. 4 in Memphis. Note the logs sawed for Moore-McFerrin mill and Memphis Stave mill. First column is the number of logs and the second, board feet.



The Memphis sawmill and box plant about 1922. The veneer plant is to the right and the box plant to the left. Note the piles of veneer drying around the box plant. The 1926 sawmill was built on the site of the box plant; with the Hall Avenue viaduct on the extreme left. The old wooden-hulled, coal-fired derrick was one of two acquired from Memphis Towing, Barge, and Derrick Company in 1906. Many logs were barged in the 1920s.

ANDERSON-TULLY COMPANY

In 1905 the Anderson-Tully Company acquired the plant of the Troendle and Sharp Manufacturing Company on the L & N Railroad line at Brinkley Street in Memphis. Troendle and Sharp made egg cases, packing boxes, fruit boxes and baskets, wooden dishes, and other veneer products. Machinery from the plant was moved and was used to furnish a dimension plant (Mill No. 5), which produced furniture parts, and a new box plant (No. 6) so that more egg and beverage cases could be manufactured. These plants were built on the lot acquired in 1895, east of the railroad.

Company expansion soon made it apparent that a bandmill and resaw were needed for efficient lumber production. The Anderson-Tully Company built their first Memphis sawmill on the Wolf River west of Mill No. 1. (All Memphis sawmills were No. 4.) The bandmill, which began operation on March 7, 1904, sawed over ten million board feet of lumber per year of such species as cottonwood, gum, red and white oak, cypress, maple, and ash.

The sawmill of Bennett Hardwood Lumber Company was purchased by the Company, late in 1914, probably for its site. This mill was located next to the Company's sawmill on the east bank of the Wolf River, north of Hall Avenue and the railroad spur that served the Memphis Stave Manufacturing Company plant on Henning Island (now Mud Island). The rail spur crossed the Wolf River by means of a piling trestle. Only eight million board feet of lumber was produced for the Company at Memphis during 1915 and in the first ten months of 1916, probably on the sawmill opened in 1904.

A new sawmill was completed in November of 1916, south of the trestle on Hall

MEMPHIS OPERATIONS

Avenue. This mill sawed about ten million board feet of lumber per year. A box plant also was erected between the sawmill and the trestle. In 1926 the last sawmill built by the Company in Memphis was located on the site of the 1916 box plant, south of the trestle, and it utilized the nine-foot headrig from the 1916 mill.

In 1910 an official Company business office was established at Memphis. However, the official business office at Benton Harbor was retained and annual stockholders and directors meetings were held there until 1917 when they began holding them in Memphis.

The sawmill industry in Memphis dates back to the 1820s when Hezekiah Cobb built the first sawmill at the riverfront and Mill Avenue. The number of sawmills at Memphis grew steadily from that time until the late 1920s, when Memphis was known as the hardwood capital of the world. A large number of woodworking plants produced everything from persimmon golf club heads and hickory handles to dogwood shuttle blocks and hickory automobile wheels. In addition, there were more than fifty hardwood lumber producers and wholesalers in Memphis in 1925 and seventeen of these had sawmills in the city (see Appendix E). Today there is only one sawmill in town. Most of the timberland that was within economical trucking distance of Memphis sawmills has been cleared and devoted to farming.

Anderson-Tully Owned Companies

Morgan and West Box Company was the fourth box company to be formed by the stockholders of the Anderson-Tully Company. The acquisition of its predecessor was in accordance with the stockholders' policy of assimilating companies in the container industry. However, this company did not prosper due to lack of quality timber and good water transportation.

The Fort Smith Basket and Box Company had been incorporated in Fort Smith, Arkansas, in 1896. At that time the company acquired the equipment, which included a sawmill, boiler, and box and basket making machinery, from Omaha Basket Company in Nebraska. In 1900 the name of the company was changed to Walton-Knox, and its office was moved to its plant site in Van Buren, Arkansas. In June of 1902 the company purchased a lot of fifteen and one-half acres from Parmelia Graham at Madison, Arkansas, on the south side of the Choctaw, Oklahoma, and Gulf Railroad and on the west bank of the St. Francis River. The sawmill and veneer mill were moved from Van Buren to this site, and the mill's previous site at Van Buren was sold later that year.

ANDERSON-TULLY COMPANY

Christopher Tully bought in 1902 exactly one-half interest in the company. In 1903 other stockholders of Anderson-Tully acquired the other one-half interest from A. W. Walton and his wife and from A. F. Walton. Tully was elected president, S. B. Anderson became vice-president and treasurer, and A. W. Wells and John Higman, Jr., became directors of the Walton-Knox Company. The company leased the sawmill and use of the boiler for two years to Ida Walton in April of 1906 but continued to operate the veneer mill. On July 21, 1906, the Morgan and West Box Company was formed as a Tennessee corporation, with W. Brown Morgan, John West, S. B. Anderson, Henry C. Ward, and Harry B. Anderson as stockholders. The company soon thereafter purchased the Walton-Knox Company and C. J. Tully became president. Bart C. Tully became a company director in 1915. The old sawmill at Madison, Arkansas, burned on September 8, 1908; however, the company built and operated a new bandmill in its place.

About 1922 the timber available to this mill became scarce. Most logs were rafted downstream, but some were barged or shipped by rail. The St. Francis River was usually too shallow in the fall to barge or raft logs. Logs hauled to the mill at that time were hauled by mule and log wagons. Mill operating areas were small. The mill was sold in 1924 to the Erskine Williams Lumber Company. Like its predecessor, this mill also burned but was rebuilt. Today John Porter Price Lumber Company operates a different mill on this same site.

The Morgan and West Box Company then purchased the first 1896 acres of a larger tract of timberland west of Marked Tree, Arkansas, in Poinsett County. A

ANDERSON-TULLY OWNED COMPANIES

sawmill complex was built on this land, and a new community was formed. Since there already was a Stuart, Arkansas, the new community was named Stewart in honor of Maynard G. Stuart who succeeded H. B. Anderson as treasurer of Anderson-Tully in 1923. Stuart had been secretary-treasurer of the Wells-Higman Company when he was persuaded by C. J. Tully to move from St. Joseph to Memphis to take the position with Anderson-Tully.

No veneer mill was built at Stewart due to a lack of soft hardwood timber. It was during the early 1920s that Morgan and West Box Company acquired a large tract of timberland in Poinsett County which had been misrepresented both in species and quality of timber. The timberland supported very little gum and cottonwood needed for veneer production. In 1923 the Anderson-Tully Company purchased all stock in the Morgan and West Box Company, making it a wholly-owned subsidiary. The Stewart mill burned on August 4, 1929, but it was rebuilt and returned to operation by December 5, 1929. It was, however, shut down permanently on June 28, 1930, after sawing only four million board feet of lumber.

The Morgan and West Box Company was dissolved in 1936, and all its assets and liabilities were assumed by the Anderson-Tully Company. Most of Morgan and West timberlands were in the Steepgutt Floodway, where heavy soils and poor drainage were not conducive to producing either good species or quality timber. Since quality timber was not available from other area sources, the sawmill was finally dismantled and moved to Vicksburg in 1937. A deed of trust was given in 1932 to Drainage

ANDERSON-TULLY COMPANY

District No. 7 of Poinsett County, Arkansas, for most Morgan and West lands. Bonds were floated by the district to finance drainage improvements.

After the original bonds were retired in 1966, the lands were deeded to the Anderson-Tully Company, since it had absorbed Morgan and West Box Company. Their timberlands were later clearcut, with some logs sawed at the Memphis mill and some sold to a local circle mill financed by the Chapman-Dewey Lumber Company of Memphis. The last of these lands were placed into cultivation by Anderson-Tully in 1966. This area is one of two large Company farming operations of 5000 acres or more, and there is an additional 7000 acres of cultivated land scattered among the timberland tracts.

The Columbia Veneer Company plant in Columbia, South Carolina, was purchased and the plant site leased in 1898 by the Anderson-Tully Company. The same year, this plant and lease were transferred to Georgia Veneer and Package Company of Brunswick, Georgia, for an interest in that company. The Georgia company at that time had about 100 employees at the Brunswick plant, which manufactured boxes and baskets. By 1927, when the plant was modernized with electric power, the work force increased to 350 people, sales totaled one-half million dollars annually, and a twenty-five year supply of timber was claimed. However the demand for wooden containers had dropped so sharply by 1941 that the company was forced out of business.

The Anderson-Tully Company acquired a major interest in 1904 in the Tyler Box and Lumber Company of Tyler, Texas. (Ward-Kent Company also owned an interest

ANDERSON-TULLY OWNED COMPANIES

in the Tyler Company.) P. K. Birdwell was that company's president, and D. C. Anderson and Jesse Odom held other offices. Tyler Box leased timberlands and used mostly gum logs to manufacture veneer for tomato boxes and crates, since the city of Tyler was the center of a large tomato growing area. At one time more than thirty carloads of tomatoes were shipped from there daily during growing season. The company also made berry boxes for blackberries produced north of Tyler. The Depression and the competition with corrugated paper boxes forced the company out of business about 1930.

The Memphis Stave Manufacturing Company was formed in December of 1895 to manufacture slack barrel staves. Stockholders in the company were C. F. M. Niles, president; E. S. Russell, secretary; W. P. Hall; P. M. Burbank; and C. M. Brasfield. The company built a mill on Henning Island on the west bank of Wolf River, south of Hall Avenue. They bought the steamer *Memphis* and two barges in 1896 to tow stave bolts. In August of 1906 C. J. Tully, S. B. Anderson, and Brown Morgan bought controlling interest in the stave company. Anderson was elected president and Tully, vice-president.

The slack barrel staves were made from hackberry, elm, gum, sycamore, and maple. At the turn of the century, many food products, including fish and other seafood, poultry and meats, flour, apples, potatoes, and other vegetables, as well as chemicals and soap powder, were shipped in slack barrels. Hardware, such as nails, bolts, hinges, and axe heads, also was packed or stored in slack barrels. The competition from manufacturers of corrugated boxes caused barrel sales to drop, and the plant closed.



The Memphis Stave Manufacturing Company plant, built in 1896, is shown here about 1922. The Anderson-Tully Company stockholders bought controlling interest in the plant in 1906. Only slack barrel staves were made there. In 1927 the plant was sold to Luxora Cooperage Company.

ANDERSON-TULLY OWNED COMPANIES

The Anderson-Tully Company purchased the plant in 1924, and the Tennessee charter was surrendered in 1926. The Company sold the plant to the Luxora Cooperage Company in 1927. When that company went out of business, the site again was purchased in 1954.

In 1904 Anderson-Tully bought the plant of Wisconsin Hoop Company and the plant site which joined the original Company Memphis lot on the south. At about the same time, the plant of the Patterson-Busby Company located on Henning Island, north of Memphis Stave Manufacturing, also was acquired. Patterson-Busby made wooden hoops for barrels, kegs, pails, tubs, and other wooden containers.

The equipment from this plant was moved to that of the old Wisconsin Hoop Company to produce slack barrel hoops. This operation was incorporated separately in the state as Tennessee Hoop Company. Its hoops were made from oak and elm strips 1-1/4 or 1-3/8 inches wide and from 1/4 to 9/32 inches thick and were kiln dried. Strips were nailed or riveted into a hoop before being driven over the staves. After World War I, steel wire hoops began to replace wooden hoops. At times both types of hoops were used on some barrels. Later steel band hoops replaced both. This type of hoop could be driven harder, hence making a tighter barrel. Corrugated boxes again began to replace slack barrels, especially when strength was not important. The Tennessee Hoop plant stopped operation about 1924.

The stockholders of the Anderson-Tully Company formed Tennark, Incorporated, in 1937 as a separate corporation to prospect for oil and gas on Company properties.

ANDERSON-TULLY COMPANY

After drilling more than sixty test wells, none of which were productive, Tennark, Incorporated, was dissolved in 1968.

A Change in Management

As corrugated paper boxes began to replace the wooden boxes, baskets, and barrels, two of the three companies founded by the “Big Six” failed to diversify. The managers of Wells-Higman and Ward-Kent were older than those of the Anderson-Tully Company, and, when they died or reached the age of retirement, there was no vigorous leadership to replace them and to direct changes which the times dictated. These two companies, and many like them, remained producers of wooden containers and died with the industry. Christopher J. Tully, because of his foresight and the management ability of his sons, began to concentrate Company production on lumber and wood products other than containers. This resulted in the Anderson-Tully Company’s prospering.

John Higman, Jr., died in 1910, Abel W. Wells in 1912, Addison D. Kent in 1918, and Henry C. Ward in 1921. Only two of the original “Big Six” were still living in 1923—C. J. Tully and S. B. Anderson. At this time there was a significant change in the Anderson-Tully Company’s management. Some members of the board of directors, led by Anderson, felt that the Company basically should remain a container

ALL CONTRACTS AND AGREEMENTS CONTINGENT ON FIRES AND OTHER UNAVOIDABLE ACCIDENTS

S. B. ANDERSON,
SECY. & TREAS.
D. J. TULLY,
SUPY.



OFFICE & FACTORY, NORTH 2ND STREET.

Anderson-Tully Co.
MANUFACTURERS OF
**Fruit and Vegetable
BOXES**
BASKETS,
PACKING BOXES,
EGG CASES.

MEMPHIS, TENN. Nov, 21, 1900
U.S.A.



S. B. ANDERSON, President.
C. J. TULLY, Vice-Prest.
W. B. MORGAN, Secretary.

ANDERSON-TULLY COMPANY
PACKING BOXES - EGG CASES.

MEMPHIS, TENN.
U.S.A.

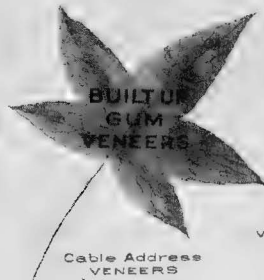
July 16th, 1910

S. B. ANDERSON,
PRESIDENT

C. J. TULLY,
VICE-PREST.

B. C. TULLY,
SECRETARY

H. B. ANDERSON,
TREASURER



Cable Address
VENEERS

ANDERSON-TULLY COMPANY
HARDWOOD LUMBER-VENEERS.

BOX SHOOKS - EGG CASES.

MILLS:
MEMPHIS, TENN.
VICKSBURG, MISS.
RAYVILLE, LA.
MADISON, ARK.

MEMPHIS, TENN.
U.S.A.

March 26, 1922.

Old Company letterheads at first only advertised fruit and vegetable boxes and baskets, then later lumber and veneer. In 1900 Abel W. Wells was president of the Anderson-Tully Company.



The Anderson-Tully Company personnel pictured at the entrance to the Memphis office in 1926 are, *left to right*, Celeste Balch (later Mrs. George Beggs), comptometer operator; Abe Lemsky, lumber sales; Carl Stewart, bookkeeper; Agnes Hammer, lumber department secretary; M. F. Wragg, timekeeper; Mrs. W. L. Meek, clerk; unidentified outside auditor; Maynard H. Stuart, secretary; Joe D. Halback, cost department; C. J. Tully, president; James Keiran, billing department; Willie Hammer, salesman; and Phil Hassel, assistant cashier.

ANDERSON-TULLY COMPANY

producer because of its experience, facilities, and markets. The majority of the board, including Tully, believed that the Company gradually should turn away from box production to build more efficient sawmills for quality lumber production. By this time, corrugated paper box production was even more rapidly expanding to replace the wooden containers used for many products. In 1920 corrugated paper board production was five billion square feet; by 1929 it had reached fourteen billion square feet.

Christopher Tully, then also president of Memphis Hardwood Flooring and a director of North Memphis Savings Bank, was elected president of the Anderson-Tully Company in 1923. Bart Tully became vice-president; Maynard Stuart, treasurer; and A. P. Old, secretary. At this time, the Company floated a one million-dollar bond issue to update manufacturing facilities. In 1935 approximately 10,000 acres of timberland were sold to United States Gypsum Company to retire these bonds and to retain operating cash.

Seneca B. Anderson perhaps was the best educated of the Company's founders. In 1905 Anderson built a mansion of imported stone at Poplar Avenue and Waldran Street in Memphis, where the Greenstone Apartments now stand. Well known to Memphis society, he was a reserved and somewhat nervous man. He and his son, Harry B., built a sawmill and veneer plant in 1924 at Plaquemine, Louisiana. They sold their Anderson-Tully stock to other stockholders and left the Company in 1927. S. B. Anderson died a year later. His wife operated the Louisiana plant with the other stockholders, but the business went into receivership in 1929. The next year, the

A CHANGE IN MANAGEMENT

company was reorganized as Iberville Manufacturing, Incorporated, by two former stockholders, E. Monnot Lanier and H. M. Sherburne. This company went out of business about 1940.

Christopher J. Tully was a practical, self-made man in the truest sense of the word and a family man of simple tastes and pleasures. He died in 1929 at Brunswick, Georgia, where he had gone to attend an annual stockholders meeting of Georgia Veneer and Package Company. Bart C. Tully succeeded his father as president of Anderson-Tully, and William R. Kent, the only child of Addison Kent, was elected vice-president and treasurer in 1934. Maynard Stuart sold his stock to the Company and retired at this time. Claude Tully succeeded Stuart as secretary of the Company.

In Memphis the Anderson-Tully Company began producing wire-bound boxes in 1923 at old Mill No. 6. Later this plant made soft drink cases until about 1952, and some solid plank flooring and other specialty items until about 1975. The old building was razed in the summer of 1979.

The Fisher Body Division of General Motors operated three sawmills from large timber holdings in Arkansas and Louisiana. One of these mills was located at Memphis next to GM's automobile body plant, where the Kimberly-Clark plant now is located. Around 1935 the Arkansas timber was depleted, and the Memphis sawmill was closed. Their Louisiana mills produced considerable lumber for automobile body parts and also accumulated surplus lumber of species and grades that could not be used. Fisher Body had difficulty marketing the surplus at a profit and found it cheaper to purchase specific parts needed from experienced hardwood producers. They also decided to



Memphis warehouse in the early 1930s as seen from Second Street. Note the barrels and fire buckets on the roof and the box trucks on the shipping platform. Before 1940 the lumber on the yards was handled by mules and wagons.



Claude J. Tully, son of Christopher J., joined the Anderson-Tully Company in 1909, was elected secretary of the Company in 1934, and handled plywood and dimension sales until his death in 1948.

ANDERSON-TULLY COMPANY

produce all metal automobile bodies except for station wagons, because they were better and cheaper. Fisher Body liquidated their timber, sawmills, and lumber inventory in 1939, and Kellogg Lumber Company acquired the Louisiana holdings, except for the land. The Anderson-Tully Company acquired the machinery from the Memphis plant that closed in 1941 and installed it in old Mill No. 2 to manufacture station wagon body parts.

Claude J. Tully was in charge of plywood and dimension sales and personally handled the large General Motors account. He was a carefree, friendly and gregarious man who loved the good life and was a true salesman.

The veneer plant at Memphis ceased operations in 1959, at which time most automobile interiors were all metal. In 1975 the Memphis sawmill was closed, and the dimension plant was consolidated with the one at Vicksburg in 1977. A laminated flooring plant was purchased from the Freuhauf Trailer Company at Montgomery, Alabama, and installed in the former Memphis dimension plant buildings.

Vicksburg Operations

One major factor in establishing a box factory at Memphis in 1889 was the availability of cottonwood and sweetgum timber in the area. Other factors included the availability of labor and the waterfront site. After 1896 when the Company began acquiring timberlands farther south along the Mississippi River, it became obvious that there was an advantage to having a plant downstream from these timberlands. At that time, much of the timber was rafted to the mills and rafts could not be towed easily upstream. The Company also had a policy of acquiring other box plants for better competition in the industry. There was a box plant for sale on the waterfront in Vicksburg in 1898. It was a natural decision to purchase this plant.

The Anderson-Tully Company acquired the Vicksburg Box Company plant, located about two miles northeast of Vicksburg from J. J. Streight and W. S. Jones in 1899. The plant site was situated between the National Cemetery to the south, Lake Centennial to the west, and the county fairgrounds to the north. A sawmill (Mill B), or the “old red mill” that had a nine-foot headrig, an eight-foot resaw, and a steel waste burner measuring twenty feet in diameter at the base and more than 100 feet

Yazoo
Diversion
Canal

Vicksburg
Harbor Project

Centennial Lake

Vicksburg Harbor

Mississippi River

Waltersville

Highway
61

Downtown
Vicksburg

Interstate 20

ANDERSON-TULLY COMPANY
Vicksburg Mills

N

K

E

C

H

B

S

A

D

J



The green chain end of Mill B, around 1910. This view looked south, down the Yazoo and Mississippi Valley Railroad. Highway 61 is located to the left. Mill B was operated ten hours per day and six days per week.

Mill B in Vicksburg was built in 1900 and shut down in 1917. Lake Centennial on which the mill was located became too shallow to barge logs in the fall of some years.





The Waltersville plant of Anderson-Tully today, just north of Vicksburg. Sawmill K is to the left of the twin stacks and the log yard to the left of the sawmill. The other buildings are dry kilns, blowboxes, planing mill, warehouses, and covered shipping bays.



An early lumber carrier at the Memphis mill in the 1930s. Before these straddle buggies were used, lumber was moved on the yards with mules and wagons.



Logs are now stacked on log yards by species with rubber-tired fork lifts. The old method was to stack logs along the rail siding with a railroad crane or around a large rotary stiffleg derrick. The logs in the background have been stored under continuous water spray for several months. They will be sawed during the slow winter logging season. The spray retards stain fungi and insect activity which degrade the logs. Shown *left to right* are Harry Barnes, David Richey, Tommy Griffeth, Tully Hall, Walter Bell, and Willie Herring.



Sawmill D today in the foreground on the Vicksburg harbor. The derrick boat is unloading logs at the conveyor while other barges of logs await unloading. Lumber from this mill is trucked to Waltersville for drying and shipping. The Mississippi River is at the upper right.



Lumber being inspected, graded, sorted and trimmed before shipment at the Waltersville plant in 1981.



The Vicksburg office of Anderson-Tully Company built in 1975 with rustic cypress and cedar shakes.

VICKSBURG OPERATIONS

in height, was added to the site in 1900. Across the road from and east of the mill, a residence for the mill manager was completed in 1900 at a cost of \$1135. The house also served until 1975 as a substitute for the original mill office which burned in 1926.

Logs were taken from Lake Centennial by a large chain and trough to the mill. However, because the upper end of the lake became too shallow in the fall of some years to raft or barge logs, a site closer to the river was acquired for a new mill in 1915. Named Mill D, it began operating in 1917, and Mill B was closed.

The Anderson-Tully Company also bought a circle sawmill and a planing mill from A. D. Spengler in 1904. This property was situated about one mile north of downtown Vicksburg on Lake Centennial. (See Mill S on sketch of Vicksburg locations.) Spengler had purchased it in 1892 from the Curphy Lumber Company. It is not known how long the Anderson-Tully Company operated this mill, but in 1946 the land was condemned and taken by the United States Army for use by the Corps of Engineer's Vicksburg fleet. In 1920 Anderson-Tully built another sawmill at Rayville, Louisiana, near Monroe; it operated for only four years before it was sold.

Mills C, K, E, and H

In 1901 the Company bought an old casket factory at Waltersville, Mississippi, two miles north of Vicksburg. An additional twenty-four acres adjacent to this site were acquired in 1903. Anderson-Tully used this mill (Mill C) to manufacture boxes and

ANDERSON-TULLY COMPANY

beverage cases until 1917, at which time much of production shifted to veneer egg cases. In 1939 a flooring plant was built near Mill C, and four brick dry kilns were also in operation.

The flooring plant burned in 1945, and its machinery was moved to a site on the Mississippi River (Mill J). The dimension plant equipment was moved to Mill C and remained there until it was set up in another Waltersville building in 1965. Production at Mill C stopped in 1971. The dimension plant at Memphis was consolidated in 1977 with the Vicksburg plant, but furniture dimension production was discontinued permanently in July of 1979.

Mill E, a sawmill, was built on land adjoining Mill C in 1937, and the seven-foot bandmill and six-foot resaw were dismantled at Stewart, Arkansas, and moved to Waltersville. This mill sawed both pine and hardwood, although at times pine alone was sawed. Part of the logs were trucked and part were hauled by rail. In 1941 the first lumber carrier, or "straddle buggy," was used at Vicksburg. After that year and until lumber carriers came into full use, some two-wheeled lumber dollies were pulled by short chassis pickup trucks. Beginning in 1946 forklift tractors were used to move lumber at some operations.

All stacking of lumber was done by hand as late as 1940. Shortly thereafter, a portable conveyor was used to assist stacking. The first stacker, a Lawson, was purchased in 1951, and a kiln stacker was acquired in 1959. The first unstacker was not used at Vicksburg until 1962.

Mill E was replaced in 1969 with Mill K, which has two eight-foot band headrigs,

VICKSBURG OPERATIONS

a resaw, and debarker. All logs are now trucked to this mill. The Houston Brothers Lumber Company built a sawmill in 1903 at the old county fairgrounds, whose site adjoined the Anderson-Tully Company's Mill B site on the north. The Houston mill was completely rebuilt after it burned in the 1930s. In 1965 a new mill with an eight-foot headrig was built on the same site. The Houston mill was acquired by Anderson-Tully in 1978 and became Mill H. It is being modernized in 1981 to include a new conveyor, edger, trimmer, and resaw feedworks.

Mills A and D

The Anderson-Tully Company purchased the old cotton compress located on Levee Street near downtown Vicksburg in 1915. Mill D, a sawmill, was built at this site the following year. It had a nine-foot headrig, an eight-foot Dixie or pony saw (separate carriage and bandsaw), a resaw, and, later, two veneer lathes also were installed. Part of Mill D's veneer production went into egg cases at Mill C, and the other part was sold. Later, the mill cut stock for plywood after egg case manufacturing stopped around 1947. An automatic carriage was installed in the sawmill in the late 1950s. The old carriage had required a rider to "dog" the logs and advance the setworks. The veneer lathes were removed about 1955.

Mill D burned in 1961 and was rebuilt with a nine-foot headrig and an eight-foot resaw. At the same time, individual electric motors were installed, taking the place of the old central steam engine and the line shaft-pulley system. Only the carriage

ANDERSON-TULLY COMPANY

feed and log turner continued to employ a steam cylinder. Anderson-Tully's first chipper was installed at this mill. When the Memphis sawmill was dismantled in 1975, an eight-foot headrig was added to Mill D to maintain production, and a second resaw was added in 1979.

A fifty-four-inch bandmill (Mill A) was built next to Mill D and began operations on August 3, 1934. Logs for this mill were dogged and turned by hand. Many small logs were sawed there, especially those of such better species as ash, walnut, cherry, and cedar. Mill A was closed briefly during World War II but resumed operations in 1946. In 1952 it burned but was rebuilt with a new resaw. Earlier the mill had operated on timber purchased and logged by the Company; however, after it was rebuilt and, until the operation closed permanently in 1971, Mill A was run on logs purchased and delivered to the site.

Mill J

In 1941 the Anderson-Tully Company purchased a mill site on the Mississippi River below the mouth of the Vicksburg Harbor. The site previously had been occupied by the Vicksburg Furniture Company. On August 8, 1942, a sawmill designated as Mill J began operation at this site. It had a seven-foot band headrig and a six-foot resaw, and also dry kilns. Pine was cut during the mill's early operation. When a flooring plant was moved to the site in 1945, following the fire at Waltersville, mill

VICKSBURG OPERATIONS

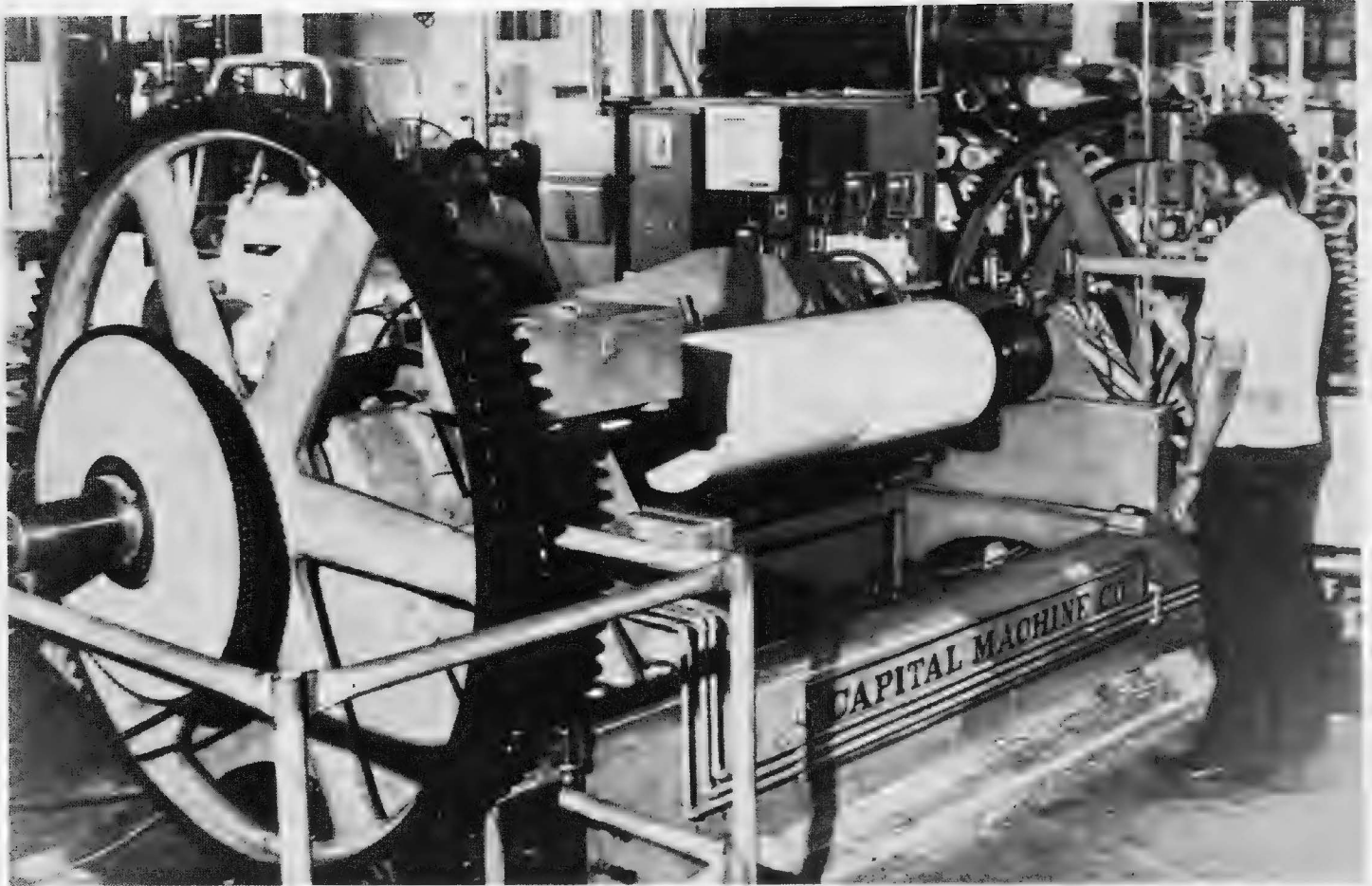
production was shifted to oak. The sawmill was dismantled in 1969 when Mill K began operation.

The Company always has shipped most of its production by rail, and expanding production and a rail car shortage in 1977 necessitated the leasing of fifteen all-door box cars and forty-five chain flat cars. More lumber and flooring are now being shipped by truck. Today, all of the Company's mill operations, which provide approximately 1000 persons with full-time employment, are in the Vicksburg area except for the laminated flooring plant at Memphis.

Products and Production

The corrugated box was introduced in 1901, but it was 1920 before efficient machinery had been developed to produce good boxes cheaply and before boxes began to replace wooden containers. By 1940 most produce was being packed in corrugated paper boxes. Before that time, in areas where supplies of fruit and vegetables were plentiful, box and basket plants sprang up to satisfy the demand for containers.

In southwestern Michigan, the lakeside climate with its warm days and cool nights was ideal for fruit orchards and truck farms. Cherries, peaches, and apples still are produced there in quantity. The rolling farmlands near Greenfield, Tennessee, also supported many orchards and truck crops. Produce shipped from Greenfield about the turn of the century included strawberries, cantaloupes, asparagus, tomatoes, onions, blackberries, green beans, okra, peppers, peas, and eggplant. As many as twenty-five carloads of okra and green beans were shipped in a single day, and so much okra was shipped at times that Greenfield was dubbed by the railroad men as the "okra capital of the world." Many areas in Arkansas also produced peaches, strawberries, and a wide variety of vegetables for markets, all of which required boxes and baskets.



A veneer lathe. The light colored log or "bolt," shown in the center, is placed between two spindles or dogs which are locked to the large gears at either end of the lathe. When the gears are turned, the log is rotated against a sharp knife the length of the log, and a sheet of thin wood or veneer is peeled from the log. The sheet of veneer is as wide as the log is long. The thickness of the sheet is varied by adjusting the position of the knife. The log is peeled until it is reduced to only a few inches in diameter. The spindles are spread apart, and this core is removed from the lathe. It is used as fuel or sometimes sawed into box lumber. *Photograph courtesy of Memphis Machinery and Supply Company.*

PRODUCTS AND PRODUCTION

Before 1890 and during its first decade of operation, the Anderson-Tully Company produced predominately baskets and boxes. Before corrugated paper boxes became common, produce was shipped and stored in wooden boxes, baskets, crates, cases, and barrels. All of these containers, except barrels, were made from rotary cut veneer. The early cable address of the Anderson-Tully Company was "Veneers, Memphis."

The veneer mills used such species as sweetgum, elm, white oak, and cottonwood, with elm and white oak especially used for basket hoops. Northern mills used a good deal of basswood logs, while mills in upland hardwood areas also used tulipoplar.

The short log, or bolt, was held in a lathe by two spikes or dogs, with one dog centered in each end of the bolt from which a continuous sheet of thin wood, or veneer, was peeled as the bolt rotated against a sharp knife.

Veneer for small berry boxes was as thin as $1/15$ of an inch while for large baskets it was usually $1/8$ of an inch in thickness; for boxes the thickness varied from $3/16$ to $5/16$ of an inch. Veneer was cut in sections and dried flat on mill yards and after 1930 in kilns. Box parts or basket splints were then cut from these sections with shears. The sides, bottoms, and tops of boxes, crates, and cases were nailed or stapled to partitions and end frames of thin sawed lumber, most of which were cut to a $7/16$ -inch thickness, and some were sawed from veneer cores.

Boxes were made for macaroni, crackers, and glass goods. Beginning in 1923, the Company manufactured only wirebound boxes at Mill 6 for a number of years. Other early veneer products included lathing for plaster walls from gum, poplar, and cottonwood, headings for slack barrels, and splints for baskets and tree wrappings.

A nine-foot Prescott bandmill of the 1920s. The size of a bandmill is the diameter of the rollers or wheels on which the bandsaw runs. Before the days of automatic networks, a blocksetter rode the carriage. The log was rolled onto the carriage (in the background), and the head sawyer turned it so that the best face was presented to the saw. The log turner was a large, steam-operated lever. The blocksetter (on the right) then dogged the log and operated the networks to advance the log past the saw so that a slab from the face of the log was cut. Immediately after the return pass, the blocksetter advanced the log past the saw again an amount equal to the thickness of the board to be cut. Lumber continued to be cut from this face until the grade changed, then the log was turned to be sawed on another face. Logs were turned several times on the carriage of a hardwood bandmill to cut more of the higher grades of lumber. The saw in the picture is in the log on a cutting pass. The head sawyer (to the left of the saw blade) communicated with the blocksetter with hand signals. Hardwood bandmills sawed about seven lines per minute; the return pass took only about three seconds. Because of the rapid movement, the blocksetter usually was strapped to his seat. The offbearer (on the far left) separated the slabs and other cull material and sent it down a chute to the chipper or burner. He also directed those boards with wane (bark) to the edger and, at times, thick boards to the resaw.



ANDERSON-TULLY COMPANY

Although some basket veneer was cut at Memphis, all baskets were assembled at the plant in Benton Harbor, Michigan.

Some container companies operated sawmills in conjunction with their veneer mills, but others, especially many smaller companies, purchased what little lumber was needed. Most containers were shipped knocked down and were assembled by the user. A set of these sides, tops, and bottoms was called a shook, but they usually were not shipped in that manner. Ordinarily, all identical parts were shipped together. Some heavier beverage cases, especially those for beer, were shipped assembled.

When bandmills were built at the turn of the century to provide more efficiently the lumber needed for containers, the large surplus produced enabled the Anderson-Tully Company to enter the grade lumber market, including the export market. Later the words "Anderson-Tully" would become synonymous with quality hardwood lumber, even though the Company continued to manufacture containers, especially egg cases, for another thirty-five years. Many other products of the times were manufactured, including plywood, veneer, furniture parts, automobile parts, flooring, and flooring blocks. As consumer demands changed, Company production changed.

Egg and Beverage Cases

Before 1935 beverage cases were produced by Anderson-Tully for every drink from Orange Crush to beer. The Anderson-Tully Company began making egg cases in 1896, the production of which was big business and a significant part of Company

PRODUCTS AND PRODUCTION

operations for forty years. Egg production was seasonal before 1940; two-thirds of all eggs were laid in March, April, May, and June. Large quantities of eggs were placed in cold storage at ice houses and even in caves before efficient commercial refrigerators became available in the 1940s. Egg cases were needed in large quantities for cold storage and the shipment of eggs to markets.

The sides, top, and bottom of these cases were made from 3/16-inch cottonwood veneer. Cottonwood was one of the few woods which would not impart odor to the eggs, and it was tough, light in color, and attractive to marketers. The egg cases were twelve inches wide, twenty-four inches long, and fourteen inches high, and held thirty dozen eggs, which were separated in layers by pressed pulp trays. The ends and the center partition were made of 7/16-inch lumber that was resawed from 4/4 (one inch) cottonwood.

The veneer parts were cut from large sheets of veneer by power shears. Cleats were nailed to each end piece, because the ends had a vertical grain and the cleats were necessary to nail the top and bottom to the end pieces. These end cleats were also an aid in handling egg cases during shipment. The cases were not assembled for shipment; rather, they traveled knocked down, or "KD," with identical parts tied together. Approximately 5000 egg cases were shipped per carload. The largest customers of egg cases were major packing companies like Armour and Company, Swift and Company, and Cudahay Packing Company; their single orders often involved delivery to several different destinations of more than fifty carloads. Other customers included wholesale distributors like Decatur Egg Case Company, Longview Crate and

ANDERSON-TULLY COMPANY

Woodenware Company, Cardwell Box Company, and Weis-Patterson Box Company. The production of the Anderson-Tully Company varied between 500 and 600 carloads per year. During spring and early summer, eight to ten carloads per day were shipped, day in and day out. In the early 1930s the Company had back orders for as many as 300 carloads of egg cases as the egg case business began a gradual decline.

In the minutes of the annual stockholders' meeting held November 12, 1935, Bart C. Tully said in the president's report: "Declining markets have forced a virtual withdrawal from the box business, but plywood markets are good." After 1935 bakeries and other food processors began using fewer fresh eggs because of the increased availability of the frozen and powdered forms of the food. By 1938, more than seventy-eight percent of all eggs were frozen, fifteen percent were being dried and powdered, and the balance reached consumers in the shell. Also about this time, corrugated paper boxes, because they were lighter, more economical, and easier to handle than wooden cases, were used more and more for shell eggs. Since World War II, most eggs in the shell have been retailed in one dozen-size paper and plastic cartons. Wooden egg cases finally became obsolete, and the Company stopped producing them in 1947.

Lumber

The Anderson-Tully Company began producing lumber in quantity in 1900, when its first bandmill was built at Vicksburg. Production averaged fourteen million board

PRODUCTS AND PRODUCTION

feet per year. As more sawmills were added, this production was gradually increased to about fifty million board feet by 1929 (see Appendix A). During the Depression in the 1930s, production dropped below thirty million board feet. During World War II, most of the sawmills frequently ran double shifts, and production during this period averaged sixty million board feet each year. After the war, when the mills returned to single shifts, volume dropped back to fifty million board feet. After 1968, when Mill D and Mill K had been equipped with two headrigs and operated eighty to ninety hours per week, production began averaging about fifty-four million board feet per year.

Since 1900 Anderson-Tully has sawed more than three and one-third billion board feet of lumber. Most domestic hardwoods and cypress are represented, but cottonwood, sweetgum, the oaks, hackberry, pecan and sycamore predominate. The Company specializes in carloads of mixed species of high grade lumber, the majority of which is sold nationwide to hardwood lumber yards. Among the larger retail distributors are Frank Paxton Lumber Company, Atlas Lumber Company, and American Hardwood Company. The Company is also noted for large inventories of cottonwood. Anderson-Tully has more than 100 active customers for lumber. Many major furniture companies, including Broyhill Industries, Drexel Heritage Furnishings, and Henredon Furniture Industries, are represented. In addition to furniture, a large volume of Company lumber ends up in millwork, such as doors, mouldings, counters, bars, built-in cabinets, and even caskets.

The Company began exporting lumber in 1912, after Christopher Tully traveled



W. E. Houser and red gum veneer logs. After World War II, the company sold several hundred cars of gum and oak veneer logs. The majority went to Harry Kline of Louisville Veneer Company and Foreign and Domestic Veneers of Knoxville, Tennessee. *Photograph courtesy of U. S. Forest Service.*

PRODUCTS AND PRODUCTION

to England to arrange for the expansion in service. The big hardwood flooring businesses in the country used large amounts of No. 2 and No. 3 common oak. A limited demand for higher grades of oak existed in the domestic furniture market; however, greater prices could be obtained for the higher grades of oak in Europe. Tulipoplar and ash were also in demand in Europe for furniture. After World War I, exports slowed for a few years, but sales increased rapidly after 1923. Most Anderson-Tully sales were made to England, who imported a total from all sources of 200 million board feet annually. About one-third of this total was imported from the United States. During these years, Abe Lemsky, who joined the Company in 1918, became export sales manager and made one or two selling trips to Europe each year. The Company also exported lumber to Germany, Holland, Belgium, France, Spain, Italy, and Mexico. Company exports, before World War II, ranged between nine and seventeen million board feet per year.

In the 1940s when the Lend Lease program was in force, exports skyrocketed. One Company order at this time was for seven million board feet of anything—any species, any thickness, any grade, and any degree of dryness! Another order was for one million dollars worth of table frames. After the Lend Lease period, money was not available in Europe for imports, and British trade restrictions favored colonial areas; therefore, Company exports gradually declined. In 1947 Anderson-Tully Company joined the National Lumber Exporters Association whose purpose was to improve exports. They maintained an office in London to supervise shipments and accounts

ANDERSON-TULLY COMPANY

of association members. Abe Lemsky was president of the association in 1954 and 1955.

England relaxed trade restrictions somewhat by 1955 and established a quota for American imports. However, Company exports remained less than 100,000 board feet annually until 1965. By that time domestic markets for high grade lumber were adequate, and little has been sold abroad since; however, the Company is considering a reentry into the export market.

Plywood and Veneer

Before 1930 the Anderson-Tully Company was furnishing lumber and plywood to the General Motors Fisher Body Division Plant and Murray Wood Products Company. Both businesses were located at Memphis: Fisher Body on the site of the present Kimberly-Clark plant and Murray Wood where the Firestone plant is now. Anderson-Tully plywood for the most part was made from gum, cottonwood, and sycamore and primarily used for such automobile parts as door panels, floorboards, and seat backs. Fisher Body orders required 100,000 square feet of plywood daily.

During the 1930s the Memphis plywood plant often ran twenty-four hours each day and used cold plate presses that handled only one panel at a time. The panels were in turnbuckle clamps overnight, and the animal glue used required warm curing rooms. Plywood panels were also made for furniture parts such as back panels and drawer bottoms. These panels were 30 x 30 inches. The 5/8-inch corestock was



The Memphis plywood plant in the late 1930s. The glue spreader is to the left with the press behind it. A shear is to the far right and the kilns behind it. This plant was shut down in 1959.

ANDERSON-TULLY COMPANY

edgeglued from gum, sycamore, and elm at Vicksburg, A 1/10-inch skin of rotary cut gum, sycamore, or poplar was added at Memphis. One carload of these panels was shipped weekly to such firms as Kroehler Furniture Company. By 1941 hot plate presses were available that handled eight panels at a time. Urea glue, which cured in the press, also was used then. No high grade face veneer was used.

In addition to plywood, the Company marketed commercial veneer of 1/10-inch and 1/20-inch sheets made primarily from gum logs. Volume averaged a carload (200,000 square feet of 1/10-inch sheets) per day, most of which was cut at Vicksburg. By 1950 most station wagons were all steel, the demand for furniture plywood decreased and prices dropped. By 1959 the Company was out of the plywood and veneer business, and the prime logs needed for veneer were diverted to sawmills to improve lumber grade recovery.

Flooring

The Anderson-Tully Company manufactured pine flooring before 1939, and in that year they began producing hardwood flooring at Vicksburg. In 1945, when flooring machinery was moved to Mill J, production was increased to a carload per day. Species used were oak, beech, and pecan. In addition to flooring, the mill made stair treads, thresholds, and quarter rounds from oak and closet lining from cedar.

The Company began producing solid plank flooring 1-1/16 and 1-5/16 inches thick for Freuhauf Trailer Company immediately after World War II. In 1955 this plank

PRODUCTS AND PRODUCTION

flooring was furnished in kits. Plank lengths were multiple so that the ends butted at steel cross members of the truck bed. Later finger joints were used to produce full length planks. Production averaged a carload per day before 1961.

About 1960 nylon carpeting became popular. The Federal Housing Authority and the Veterans Administration permitted carpeting in homes authorized for federally backed loans. The residential hardwood flooring market declined drastically and the Company flooring plant at Vicksburg was converted in 1961 to manufacture laminated flooring for highway trucks and trailers.

The laminated flooring plants use predominately oak. The plant at Vicksburg uses twelve to fifteen million board feet per year, about one-third of this volume from Company sawmills K, D, and H. The ten million board feet used at the Memphis laminated flooring plant is purchased mostly green from the surrounding area. About three board feet of lumber yield one square foot of finished flooring.

The lumber is air-dried and then kiln-dried to seven or eight percent moisture content, and cut into strips 1-1/8 to 2-3/8 inches wide, depending on the thickness of the finished flooring. The strips are planed and the defects removed by cross sawing. They are then fed through end matchers that shape a hook joint on both ends and then through a glue spreader that coats them with melamine urea adhesive. Afterwards, they are laid by hand into a continuous panel, four feet wide, that moves eleven to sixteen feet at a pass into an electronic press that stops to cure for two to four minutes, depending on thickness. When the panel leaves the press, it is sawed into four sections, each one twelve inches wide, then into lengths for trailer floors.

ANDERSON-TULLY COMPANY

Eight sections are planed, grooved, and bundled into a kit for a single trailer floor ninety-two inches wide. Lengths up to fifty feet are common.

Most flooring is shipped by truck because the length makes its loading into boxcars difficult. At capacity, enough floors for about 2300 trailers can be made each month, which is about twenty percent of the American market. The flooring is marketed nationwide to most of the major highway trailer manufacturers. Some production goes into floors for twenty and forty-foot shipping containers, and one carload per month is shipped to manufacturers of butcher block furniture.

Dimension and Furniture Parts

The Anderson-Tully Company began in 1939 to manufacture a number of products of different dimensions in order to utilize lower grades of lumber. "Dimension" products are non-standard pieces of wood for any use made to specific dimension; hence, dimension stock. At Memphis this production was confined to plywood automobile parts before World War II. At that time the entire body frame, including pillars, door frames, roof, floor rails, and sills were made of wood, predominately ash. The steel body covering was applied over the wood frame.

During the war only war effort materials, such as truck bodies, ammunition boxes, and tent pegs, were made. After that, the Memphis plant began to manufacture all wooden parts needed for station wagon bodies but did not assemble them. The exteriors of these bodies also were made of wood. After World War II, the Vicksburg

PRODUCTS AND PRODUCTION

dimension plant manufactured paneling from red gum, red and white oak, white ash, sycamore, sassafras, and elm. Mouldings and house siding were made from gum and poplar.

After 1955 the Memphis mill produced frames for upholstered furniture for such firms as Futorian Furniture Company, Pontiac Chair Company, Kroehler Furniture Company, and La-Z-Boy Chair Company. More than five carloads of frames were shipped each month. The dimension plants at Vicksburg concentrated on bedroom furniture parts after 1961. Approximately 100 carloads were shipped each year to customers like Memphis Furniture Company, Little Rock Furniture Company, and Bienville Furniture Company. Other dimension products made since 1961 include casket parts, furniture turnings, and parts for television and stereo cabinets. With higher lumber prices and more furniture companies producing their own parts, dimension production was terminated in July of 1979.

Flooring Blocks

Anderson-Tully began producing press pit panels from pecan and hickory in 1941 when the Fisher Body Plant closed at Memphis. These 30 x 30 inch blocks are used for the working floor around huge stamping presses in automobile body plants. They are installed on steel girders which support the floor at the opening to the presses. At capacity, the Company uses three and one-half million board feet of lumber in this operation each year.

ANDERSON-TULLY COMPANY

Since 1950 the Company also has manufactured a hickory paving or aisle block. These blocks are used to pave floors at industrial plants where traffic is heavy; pine blocks usually are used in storage areas or other areas where traffic is light. These hardwood blocks are 4 x 6 inches, two inches thick, and are laminated. About fifty carloads are shipped annually. The Anderson-Tully Company, the only supplier in the world for these hardwood blocks and press pit panels, has furnished them for every major automobile manufacturer in the United States from American Motors to Volkswagen.

Logging Operations

Before the days of adequate highways and modern trucks, many of the large hardwood sawmill operations of other companies used railroad transportation. In one system a large tract of timber would be purchased near the main line; a spur or siding would be added for a mill site; and a camp, consisting of bunk houses, a cook house, shops, a commissary, mule barn, and often a recreation hall, would be built around the sawmill and planing mill. A narrow gauge tram, or dummy line railroad, would be laid through the timber, often with one or more branches; a locomotive, log cars, log loaders, and steam skidder would also be acquired. Timber not skidded directly there was hauled by mule and log wagon to the rail. When timber was depleted, the company purchased another tract. The whole camp and railroad equipment, including the rail itself, would be moved to the new site.

If the land had been purchased, it was often sold off in small lots for home sites or farms. Many companies cut all merchantable trees, regardless of size and grade. The better logs carried those that cost more to saw than the lumber was worth. In contrast, the Anderson-Tully Company invested in the land and retained it. The log



Before 1940, when mechanical loaders were common, logs were loaded in the woods by cross-hauling with chains up two strong poles. The same team of mules, horses, or oxen which skidded the logs to the wagon was used to load the logs and sometimes even to pull the wagon. *Photograph courtesy of Memphis Room, Memphis/Shelby County Public Library and Information Center.*

LOGGING OPERATIONS

size and grade fed to Company bandmills were maintained at higher quality than those going to most circle mills and many other bandmills, and many younger stems were left. A number of species—such as pecan, elm, and hackberry—had little market for lumber before the 1950s and consequently were left; since then, these species have been in demand. Residual timber, plus that regenerated following early harvests, has formed the basis for many fully stocked timber stands on Company lands today.

In another type of railroad sawmill operation, the mill was built in a town served by one or more railroads—the more, the better. The mill used town labor, making large camps unnecessary; however, the supply of quality logs of the desired species was not as dependable as in the first system. Logs were shipped longer distances on the main line railroad from outlying sidings, and dummy lines were not needed. Capital outlay was necessary only for the mill itself, but it had to depend on logging contractors or company logging operations for small stumpage purchases. Logs were hauled to numerous sidings by mule and log wagon before 1925.

The Anderson-Tully Company, with mills and timberlands on navigable rivers, often had the best of both worlds. The Company has been one of the few in hardwood lumber to take advantage of river transportation. Before logging trucks were common, Anderson-Tully dummy line operations terminated on the Mississippi River. The Company maintained its own fleet of towboats, barges, and derrick boats. Before 1925 many logs were rafted downstream to the mills. When mules and wooden wagons were used, many short hauls were available on timber tracts directly on the rivers.



Since the rail car shortage in 1977, Anderson-Tully has leased forty-five chain flat cars and fifteen box cars to assure lumber shipment.



During the early 1920s, large wooded wheel wagons were still being used to haul logs to the rail, river, or mill. Trucks were not yet common. Oxen were often used on short hauls, but they were too slow for longer distances. They were harnessed in pairs with wooden yokes across their shoulders and hooked to the wagon tongue with a chain and eye bolt through the center of the yoke. *Photograph courtesy of Memphis Room, Memphis/Shelby County Public Library and Information Center.*

ANDERSON-TULLY COMPANY

When modern trucks and other log wagons became available, longer hauls became economical.

Much of the first timber cut on Company lands for veneer production was soft hardwoods like cottonwood, gum, and poplar. Later, when sawmills put the Company into grade lumber production, species such as ash, oak, cypress, sycamore, and beech were also logged. It was not until about 1950 that such species as hackberry, elm, and pecan were utilized for lumber. At first, after receiving instructions from logging superintendents as to specified size, grade, and species, the timber cutters selected the trees to be cut. After 1938, more and more timber was marked for cutting, first with paint brushes and after 1953 with paint guns, under the direction of the Company's timberland manager.

Before 1952 hand saws were used to fell and buck most Company timber. Felling saws, usually handled by two men, of six or eight feet were thin and narrow, and the cutting edge was parallel with the back edge. Bucking saws, most of which required a man at either end, were used to cut the tree into logs; they were heavier and had blades which were wider in the middle than at the ends. The bottom of the undercuts in the tree were sawed and then chopped out with an axe. Double-bitted axes were used before 1955. One edge was kept sharp for delimbing and making undercuts, and the other for swamping or another use where there was a danger of nicking the blade, like striking stone or wire. Today single-bitted or poll axes more frequently are used with modern chain saws because the axe is used only for swamping. Now the lips of the undercut are removed entirely with a one-man chain saw.

LOGGING OPERATIONS

Before the advent of the chain saw, fellers carried a maul, steel wedges, and a flat, smooth file to sharpen saws. If there was trouble dropping a particularly large tree, additional wooden wedges or "gluts" often were made on the spot. Today wedges are seldom carried to the tree and only are used on problem trees or to free a bound saw. When chain saws were first introduced in the late 1940s and for several years thereafter, they were heavy two-man machines. At first, they were used only for bucking; however, one-man saws now are used for swamping, undercutting, felling, bucking, and delimbing.

Skidding on early Company logging jobs was done by mules, horses, or oxen. Teams of two, four, or six oxen were used in pairs with each pair harnessed only with a large wooden yoke across the top of their shoulders. A large chain was attached with an eye bolt and ring to the center of the yoke. The oxen were controlled by voice, making lines unnecessary; however, the driver did use a whip or long stick to prod the animals. In very muddy conditions, oxen fared better than mules because their small, splayed feet would pull out of sticky mud more easily.

Oxen could pull more weight than mules. Because they were so slow however, they were not used much after 1940 when crawler tractors came into more general use. Mules were used later on small, dry logging jobs. Log tongs, rather than chokers, were used on most Company log jobs, especially in wet situations. Logs too large to skid were cross-hauled up two large poles onto wagons at the stump. Some gasoline, drum-type stationary skidders with rehaul lines and some steel-wheeled gasoline tractors were used at times for skidding before World War II.

ANDERSON-TULLY COMPANY

The first production model crawler tractor was a steam machine made by Holt Tractor Company of California. The company produced a gasoline-powered crawler in 1908. Best Tractor Company of Illinois also produced crawler tractors before World War I. In 1925 these two companies merged to form Caterpillar Tractor Company.

Many crawler tractors were used for logging in the West immediately following World War I. It was not until 1935 that they were used for skidding and hauling on Company lands. The more progressive and efficient loggers, such as J. H. Valentine of Vicksburg, used these tractors at that time, but they did not become popular until after 1940. Most Company log jobs, except for those on logging railroads, involved contract loggers. Today many articulated, rubber-tired skidders are used for tree length logging on smaller trees. However, some small rubber-tired tractors (Log Hogs) and track-type tractors still are being used on some operations.

Most logs were loaded by cross-hauling them with the skidding team before mechanical loaders were developed. At some places, a block and tackle would be used with a large tree. Later cable and drum mechanical loaders with booms (including Loggers Dreams) were used. Since 1970 most loading has been done with hydraulic knuckle boom loaders mounted on a truck chassis.

Before 1930 most hauling was done by large wooden wheel wagons pulled by horses, mules, or oxen with four or six animals usually necessary. Oxen were used also for cross-hauling on some short hauls. The teams that did the skidding were sometimes hooked to the wagon for hauls to the rail or to the river. In muddy situations, the wheels of the wagon were often "boxed" with wide cottonwood boards

LOGGING OPERATIONS

to keep the mud from getting between the spokes and slowing the haul. At the river or the rail, the logs were unloaded by gravity and pulled, or winched, off with a chain or cable.

At times, some rubber-tired wagons have been used for hauling. These shop-built wagons utilized truck wheels, especially between 1946 and 1952. After 1930 trucks generally have been used for hauling, but some logs were trucked as early as 1922. Large wagons using aircraft wheels and tires may still be seen on some river operations. These wagons usually are pulled by large, rubber-tired farm tractors and, under muddy conditions, by crawler tractors. In the 1940s track-type Athey wagons were used with crawler tractors for hauling. Still popular about 1950, these wagons have been used little since; their high initial cost, heavy track wear and maintenance, and slow speed all contributed to their demise.

In the 1920s the Anderson-Tully Company had logging railroads on two areas, with each line about four miles long. One line was located on the Chester-Bond tract in West Tennessee and ran southeasterly from Mississippi River mile 807, north of Open Lake. The narrow gauge rail was spiked to untreated ties which were rough hewn on two faces. A steam-powered skidder was used that employed a drum and cable on each of its four corners. Logs were skidded directly to the rail for more than 100 yards on both of these dummy lines. Other logs were hauled to the rail with mules and large wooden wagons. A steam-powered derrick loaded logs onto flat cars; everything was pulled by steam locomotive. This line was abandoned in 1929, and



Two 20-ton Athey cat wagons pulled by a D7 Caterpillar tractor with 7000 board feet of cottonwood logs. These were popular in the 1940s and 1950s but have been used little since. Rubber-tired equipment is much faster with lower maintenance costs. The logging contractor was J. H. Valentine of Vicksburg, Mississippi. *Photograph courtesy of U. S. Forest Service.*



The old original wooden-hulled, stiffleg derrick boats were replaced by these steam crane derricks which were converted to diesel and mounted on steel barges. Some derricks have living quarters on the same hull. These units can load 100,000 board feet of logs per day. *Photograph courtesy of U. S. Forest Service.*

ANDERSON-TULLY COMPANY

the locomotive was stored at the Memphis mill until World War II, when it was donated to a scrap metal drive.

A similar line was operating on Big Island, Desha County, Arkansas, in 1926. The track ran southwesterly from White River landing, through the former Desha Land and Timber Company tracts in sections 2, 35, and 36, which were north and east of Knowlton Bayou. The steam-powered loaders on these logging railroads pulled themselves from one flat car to another and loaded each in turn. The flat cars were unloaded with a winch line from the stiffleg, coal-fired steam derrick boat. The logs were winched to within reach of the boom, then hooked and loaded on barges.

Before 1940 when good highways and modern trucks were not prevalent, many logs were shipped to Company mills by rail. The Anderson-Tully Company purchased log concentration and loading yards on railroads at Natchez, Edwards, and Port Gibson, Mississippi. Other yards were leased at such locations as Edwards, Onward, and Rolling Fork, Mississippi. After World War II, a gradual increase in rail freight rates, better trucks, improved highways, and a scarcity of quality timber in many areas led to the closing of these log yards.

Prior to 1925 the Company moved many logs on the rivers in rafts and on wooden barges. Rafts were made at the edge of the water under a steep, sloping bank if possible, which made it easier to get the logs into water. The logs within a raft were held together with binder poles, preferably cut on the spot. These poles were laid across the top of the logs, at right angles to them, then spiked down. Individual rafts were held together with chain dogs, one-foot lengths of chain with a flat metal spike

LOGGING OPERATIONS

at each end. Large raft tows were as much as a quarter-mile long and held more than 1000 logs, with the front ends sometimes rounded or tapered.

Timber such as sycamore and oak, which does not float when green, would be cut and "drawn." These trees were felled and their tops, if in leaf, left on for a couple of weeks. They were then logged up after their moisture content had dropped. Logs of these species usually were mixed in the raft with cottonwood or other species which floated well. Rafts were moved only downstream, usually with two boats. The front boat towed the raft while the rear boat guided the back end, protected the raft from other boats, and picked up stray logs. On narrow streams, a tree stem or huge chain was tied to the tail to keep the raft or barge off the bank. This was called a "growler" due to the noise it made while rubbing the bottom.

Logs were rafted to Memphis mills as late as 1940. In the 1920s small steam tugs like the *Bart Tully* and the *Josephine Tully* did harbor work and towed rafts. The early Memphis mills had four-wheeled dollies which ran to the water on two rails. The logs were floated onto the dolly; then it was pulled up the bank and into the mill with a steam winch and cable.

The last logs, except for "blues," were rafted to Vicksburg in 1946. Blues are logs or trees that have been buried by river action for long periods of time, sometimes hundreds of years, and then released by subsequent river caving. When these trees float to the surface, local residents or commercial fishermen make them into rafts and sell them to sawmills. The lumber from the cottonwood logs has a characteristic blue stain. The wood is very stable and is used for musical instruments and other special



The *Dan Quinn* was built in 1897 for the Corps of Engineers and originally named the *Charles H. Organ*. It was later used as a ferry between Memphis and West Memphis. The Company purchased the steamer from West Memphis Packet Company in 1918 and used the *Dan Quinn* to barge logs primarily at Memphis. The steamer was dismantled in 1933, and its hull was converted to a barge. Dan Quinn was chief pilot and captain when Patton-Tully was formed. His son, Tom, was also a captain.



The 349-ton *Yocona* was purchased in 1925. Her boilers were converted to oil-fired boilers in 1936, and she was used to tow oil barges from then until 1947. Her hull was converted at Vicksburg to two barges, one for a derrick boat and one for a wharf barge. Her captain for years was Tom Quinn.

ANDERSON-TULLY COMPANY

uses in addition to paneling. For years log rafts were stored in the north end of Lake Centennial at Vicksburg. Here as many as ten acres of rafts could be seen at one time.

Steam tugs such as the *Topaz* and the *Laura M.* were used at Vicksburg for rafting and harbor service in the 1920s. Rafting was slow. All Company boats at that time would be tied up overnight. Sometimes rafts would be tied up twenty or thirty miles upstream, and the boats would go into the mill to tie up overnight. Barges called "raising barges" with a boom and hand winch were kept busy raising sinkers at the mill. The Vicksburg mills pulled logs from the river into the mill with a large chain and trough.

As the Company acquired more barges, rafting was abandoned. There was an average loss of ten percent of the logs when rafting. After World War II, heavy river traffic made keeping the rafts together nearly impossible. The Company acquired large sternwheel steamers and began barging logs after the construction of the new sawmill at Memphis and Mill D at Vicksburg in 1917. The Company's first barges were wooden and in the 1920s about one dozen such barges were used to barge logs to the Memphis mill and a like number to Vicksburg. Rafting continued to be used for short downstream tows for some time.

About 1924 the first steel barges were purchased from the Corps of Engineers. By 1946 all Company barges were of steel. In contrast to many of the modern barges which today hold 1200 logs, or 160,000 board feet, the wooden barges held only 300 logs. Barges were loaded by wooden-hulled, stiffleg derricks. Three of these coal-fired

LOGGING OPERATIONS

derricks were used in the Memphis area and three in Vicksburg. They and empty barges were transported by towboats to the log dumps along the river. These derricks often settled on old logs or snags as the river fell and were sunk; some were raised several times. They were replaced in the 1940s by steam cranes converted to diesel and mounted on steel hulls. These, in turn, have been replaced by Bucyrus-Erie 38B draglines. The old derricks used two pairs of end hooks, or center tongs, to load logs. The newer units use mechanical grapples. One derrick boat is now equipped with a hydraulic knuckle boom loader. All have living quarters for the crew. These units can load up to 100,000 board feet of logs on barges per day.

In the 1920s steamers such as the *Dan Quinn* and the *John F. Klein* towed barges to the Memphis mill from as far south as Indian Point and as far north as the Peck tract in Lake County, Tennessee. The large sternwheelers used at Vicksburg were the *Eugenia Tully* and the *Yocona*. They also brought barges from Indian Point and from as far south as Fort Adams, Mississippi. Modern diesel towboats have taken their place today.

In the decade following World War II, Anderson-Tully Company traded more than twenty-seven million board feet of sawlogs with Greif Bros. Cooperage Company, which utilized different grades and species. In addition, several hundred carloads of gum and oak veneer logs were sold to companies such as Louisville Veneer Company and Foreign and Domestic Veneers at Knoxville, Tennessee. Most logging currently is done by contract, and at any one time, the Company has as many as a dozen loggers under contract.

Patton-Tully Transportation Company

Efficient river transportation has been one of the hallmarks of the Anderson-Tully Company operations, with Patton-Tully Transportation Company being, since its founding, the marine transport arm of the Company. However, Patton-Tully services have been expanded over the years to include construction, salvage, towing, repair, and harbor service to other companies. Anderson-Tully's first towboat was the *Vernie Mae* (sixteen tons), which was purchased in 1900, and the Company acquired the *Satellite*, a smaller steamer, in 1903. Both of these vessels were sold to Bluff City Towing Company in 1903. The *Marie J.* was purchased in 1905.

Patton-Tully Transportation Company was formed in 1906 by the six major stockholders of the Anderson-Tully Company, and minor stockholders W. Brown Morgan and John West, plus L. E. Patton, C. E. Patton, and H. B. Anderson. The first officers were C. E. Patton, president; C. J. Tully, vice-president; S. B. Anderson, treasurer; and L. E. Patton, secretary and general manager. At the same time Patton-Tully Transportation Company acquired the equipment of Bluff City Towing Company and Memphis Towing, Barge, and Derrick Company. This equipment included the 355-

ANDERSON-TULLY COMPANY

ton sternwheel steamer *Dolphin No. 3*; the smaller steamers *Joy Patton*, the *J. C. Atlee*, and the *Satellite*; two derrick boats; and sixteen wooden barges. In 1907 the Company purchased a wooden dry dock and floating shop from W. E. Hankins of Greenville, Mississippi. In 1910 they purchased the *Kit Carson* and in 1912 the *Hazel*, both small harbor boats.

The Company's Memphis fleet was docked on Wolf River at the foot of Saffarans Street, but it moved two blocks north to the foot of Keel Avenue in 1915. At that time the Company began acquiring larger steamers with the addition of the *Eugenia Tully* in 1916. The *Bart Tully*, a steam tug, also was added that year. The steam screw tugs, *Harry Anderson* and *Daisy*, were bought in 1917 and the *Charles H. Organ* (166 tons) was purchased in 1918 from West Memphis Packet Company and renamed the *Dan Quinn*. It had been used as a ferry between Memphis and West Memphis. In 1923 the Company acquired the steam screw vessel *John F. Klein* and in 1925 the *Yocona*, a sternwheel steamer of 349 tons. Her boilers were converted over to oil-fired boilers in 1936, after which she towed oil barges until taken out of service in 1947.

The larger sternwheel towboats carried a crew of thirteen to fifteen men and had steel hulls with wooden superstructures. Two main boilers and a donkey boiler were coal-fired. Coal was loaded off barges and stored in bins in the front of the boat. In Memphis the fleet coaled up at the docks of West Kentucky Coal Company.

Anderson-Tully purchased all Patton-Tully Transportation Company stock in 1926 so that it is now a wholly-owned subsidiary. In 1930 Patton-Tully's Memphis fleet



The *Eugenia Tully*, acquired in 1916, barged and rafted logs for the Vicksburg mills as late as 1932.



The Memphis fleet of Patton-Tully Transportation Company at the foot of Keel Avenue around 1922. Sternwheelers in the background, *left to right*, are the *Dan Quinn*, the *Bart Tully*, an unidentified boat, and the *Eugenia Tully*. The *Joe Anderson*, in the foreground, is to the right of the wood dry dock and floating shop.

PATTON-TULLY TRANSPORTATION COMPANY

was moved to the Memphis sawmill site, about one mile north of Keel Avenue. The Vicksburg fleet generally was docked near Mill D.

Patton-Tully later used diesel-powered sternwheelers like the *Kanawha* (1935) and the *Porterfield* (1946), which was converted to screw in 1946. When it burned in 1953, the *Porterfield* was rebuilt with an all-steel superstructure. The *Kanawha* was used for harbor service in Vicksburg after 1953 and was retired in 1958. It later was used as an excursion boat in Florida. A smaller diesel-powered switch boat was built by the Company in 1960 and named *Kanawha*; it still is in operation.

Before 1924 the Company used wooden barges but began to acquire steel barges that same year. In 1928 they showed eight steel barges on the books, and by 1940 they had purchased twenty more. In the 1940s, a number of used steel barges were purchased from the Corps of Engineers. In 1949, six Standard Oil barges were bought which were formerly in the tow of the old sternwheeler *Sprague*. Patton-Tully built thirty-three barges at the Memphis fleet between 1958 and 1967.

During and following World War II, the Company did a good deal of contract towing with modern diesel boats like the *Charles Norvell* (1940), the *Dan Quinn* (1941), and the *Claude Tully* (1950) which was the largest towboat (3200 horsepower) the Company ever owned. The *Claude Tully* was sold in 1960, and her name was changed recently to *Bessie Walker*. The Company towed oil for Standard Oil for a number of years. Since 1965 little contract towing has been done by Patton-Tully, except for logs and for rock used in construction projects. Huge tows and powerful towboats have made it difficult for medium-sized equipment to compete.

ANDERSON-TULLY COMPANY

Today Patton-Tully does river construction work, harbor service, rock towing, and log towing with diesel boats like the *Frank Phipps* (1966) and the *John Morris* (1957). The *John Morris* was named for John H. Morris who died at the Memphis plant on July 28, 1941, at the age of thirty-eight, when he came in contact with a power cable on a welding machine. A memorium in the minutes of the stockholders meeting on November 11, 1941, described him as "Big, strong, self-reliant, and he got things done." Such an honor in the stockholders minutes usually was reserved for Company founders. Morris began working for Anderson-Tully as a lumberyard foreman in Memphis. At the time of his death, he was lumber production manager. President Bart Tully often referred to Morris as "my right arm."

Towboats built by Patton-Tully include the *John Morris* (1957), *Yocona* (1967), *Marie J.* (1959), *E. L. Bailey* (1967), *J. T. Baskin* (1968), and *R. E. Bundy* (1976). Modern Company boats built by shipyards at Greenville, Mississippi, include the *Kate Tully* (1969), the *Helen Tully* (1969), and the *Bill Houser* (1973). Patton-Tully also has a number of smaller diesel work boats of 600 horsepower or less, including some of those above, which are named for former Patton-Tully Transportation Company general superintendents. Patton-Tully is rebuilding a salvaged 1700 horsepower towboat which will be placed in Company service in 1981 and will be named the *C. J. Tully*. Patton-Tully now operates a 750-ton steel dry dock at its Memphis fleet, which was completed by the Company in 1977.

Prior to 1949, Vicksburg had a barge terminal owned by Federal Barge Lines. Large towboats used by Federal and by Mississippi Valley Barge Lines tied their large

PATTON-TULLY TRANSPORTATION COMPANY

tows in the Mississippi River and switched barges into the harbor. This procedure was a serious problem for efficient river transportation. There were no harbor boats used. At that time the major barge lines threatened to discontinue service to Vicksburg unless it acquired a harbor service.

In 1949, Patton-Tully Transportation Company bought the terminal from Federal Barge Lines and placed the diesel sternwheeler *Kanawha* and the *Porterfield* in harbor service. For a number of years shipments were mostly inbound and consisted primarily of steel pipe, beams, and rods. Most freight was being transshipped to rail and first had to be loaded on trucks. When another terminal, and later the new Vicksburg Harbor Project, were built with dockside rail sidings, Patton-Tully could no longer compete, and they withdrew from the terminal business. At that time there were also three oil docks and a grain elevator to which the Company offered harbor service. In 1967 the Company increased its harbor service with more boats, and this business has grown steadily. Today Patton-Tully carries an average of forty to fifty barges daily in its fleeting service and switches a dozen or more barges each day. It uses the *W. E. McAuley*, the *Frank Phipps*, and the *R. E. Bundy* for this service. Its fifty or more customers include all the major barge lines on the river.

Before the 1920s, when Patton-Tully used wooden barges and wooden-hulled derrick boats, barge sinking was common, and the Company entered the salvage business to keep their own fleet afloat. Later its derrick boats, crane barges, and pumps were used to assist in the salvage of equipment belonging to others; however, the first outside salvage contract was not accepted until 1963. Since then Company salvage

ANDERSON-TULLY COMPANY

business has increased steadily, and contracts are accepted either on a per-day or a lump-sum basis with a "no cure—no pay" clause. Since 1963, dozens of barges and several boats have been salvaged and returned to service. In 1977 it raised over fourteen barges. Today Patton-Tully Transportation Company has acquired a reputation for efficient salvage work.

The Anderson-Tully Company began furnishing piling for river construction work and the Patton-Tully Transportation Company began doing river construction work in the late 1920s. Since then, Patton-Tully has completed numerous mat, piling, dike, dock, and pipeline construction jobs, many under federal contract. These jobs have been completed along the Mississippi River from Head-of-Passes near the Louisiana Gulf to the Omaha Corps of Engineers District on the Missouri River and on most of the other rivers of the region, including the Arkansas, White, Red, Tennessee, and Yazoo Rivers. Patton-Tully averages forty or fifty dock construction jobs large and small each year. In addition, it completes from four to six dike construction projects annually for the Corps of Engineers. For more than ten years, the Company has repaired dikes and revetments along the 220 river miles between Memphis and Cairo, Illinois, under annual federal contracts.

Patton-Tully Transportation Company could not have prospered without the many fine employees it has had over the years. All of them cannot be mentioned here, but all have contributed to jobs well done. Bart C. Tully supervised the early river operations of Patton-Tully. Bart Tully, Jr., began service to the Company as a deckhand on the steamer *Yocona* in 1937 and served in the navy during World War II. He has

PATTON-TULLY TRANSPORTATION COMPANY

been president of Patton-Tully and a vice-president of Anderson-Tully since 1967.

Frank Phipps was the first general superintendent of Patton-Tully following B. C. Tully. He was a tough, autocratic no-nonsense manager. Bob Bundy was assistant superintendent under Phipps. Both Phipps and Bundy retired in 1963. E. L. Bailey became superintendent following Phipps, but he died shortly thereafter and was replaced by John Baskin. Baskin was an experienced, popular, and competent manager. He retired in 1978 with over thirty years of Company service. Jerry Taylor succeeded him as general superintendent and was elected a vice-president of Patton-Tully in 1979. Nelson Bone, office manager of Patton-Tully, succeeded E. W. Pepper in 1963.

The first Patton-Tully general superintendent at Vicksburg was Bill Clark. Clark had little formal education but was very conscientious and had been on the river all his life and knew it well. He died in 1955, and Odis Lowery took his place. Cecil Cloud, who had been with the Company for thirty-six years as a derrick boat operator and foreman, was killed in a tragic river accident in 1976, along with Ronnie Crouch, a promising young forester who had been recently hired by the logging department. Apparently, a towboat on the river collided with their small boat.

Patton-Tully job superintendents who have retired after many years with the Company, include J. H. Robertson, W. F. McAuley, and Roy Ballard. Current job superintendents are Taylor Coursey, Jim Burns, William Vaughn, W. R. Danzy, and Joe Robertson. Some former boat captains with long service records include Tom Quinn, Joe Connors, and Fred Travis. Well-known captains and pilots still

ANDERSON-TULLY COMPANY

on the river include Billy Travis, Sanford Quick, J. L. Quick, W. A. Hollinger, and Charley Dial.

Timberland History

In 1896 the Anderson-Tully Company charter was amended to provide for the purchase and ownership of timberlands. The board of directors instructed S. B. Anderson and C. J. Tully to purchase what cottonwood timberlands in their judgment were "in the best interest of the Company." The Company first began acquiring timberlands along the lower Arkansas River in 1898. These Desha Land and Timber Company tracts were on Big Island in the Garland Lake area and also in the Jefferson Lake-Lake Mary area on the west side of the Arkansas River. Within two years 16,000 acres of land had been purchased. Between 1900 and World War I, these areas were enlarged and land was acquired on Indian Point from Muncie Pulp Company for a total of 28,000 acres. Following World War I, lands were purchased in the Hopedale, Redfork, and Morgan Point areas. Since then, these lands gradually have been added to, except during the Depression of the 1930s. At that time the Company sold timberland on Caulks Point and Catfish Point in order to retain operating funds.

In 1941 and 1943 the lands of Vestal Lumber Company were acquired. Beginning in 1898 Anderson-Tully purchased lumber from C. W. Hunter Company whose mill

ANDERSON-TULLY COMPANY

was located at Penton, Mississippi. In 1900 the Company took over the operation of that mill and ran it for four years until the Memphis sawmill was in operation. The Anderson-Tully Company purchased timberlands from Hunter in 1923 and 1924 and again in 1962, when all remaining assets of C. W. Hunter Company were acquired. The former lands of Breece-White Lumber Company were bought in 1969 (Pittman Island). Anderson-Tully has a substantial acreage under planned forest management in this area today. Much of this expansion took place under the direction of President Bart Tully and with the advice of W. E. Houser. Houser began to apply good forestry practices when he joined the Company in 1937 as its first timberland manager. Houser retired in 1968.

The acquisition of timberlands in Tennessee began in 1902 with the purchase of the Polsdorfer tract in Lauderdale County. This tract contained the former lands of St. Louis Box and Basket Company and Indiana Washboard Company. Within two years the Anderson-Tully Company had purchased 28,000 acres in this area, including the Carson-Meriwether and Chester-Bond tracts. In 1917, 8760 acres of timberland were sold to Mengel Box Company for fifty dollars per acre, which was an unheard of price at that time. In 1948 and 1954 part of these lands were repurchased at twenty-one dollars per acre.

Moore-McFerren Company built a sawmill on Wolf River at Memphis, south of Tennessee Hoop Company. They also operated a box factory and a planing mill, which produced wood ceiling, flooring, and siding for buildings, and owned timberlands in Lauderdale County, Tennessee. Patton-Tully Transportation Company often towed



Bart C. Tully (1886-1967) was the builder of the Anderson-Tully Company, expanding both the timberland base and river transportation.

ANDERSON-TULLY COMPANY

logs to their mill. When Moore-McFerren went out of business in 1924, Anderson-Tully acquired their timberlands. Tracts that were purchased about the time of World War I included Whiskey Island from Muncie Pulp Company and the Peck tract in Lake County, Tennessee. In 1952 the Company acquired the lands of Hobac Veneer Company, Gideon-Anderson Lumber Company, and Stimson Lumber Company in the New Madrid, Missouri, area. In 1956 part of the lands of the Luxora Cooperaage Company also were purchased. Today the Company has a large acreage north of Memphis under sustained yield management.

In 1905 H. G. Martin, a land surveyor from Little Rock, Arkansas, was employed to survey Company timberlands in Arkansas, Mississippi, and Tennessee. Martin continued these surveys as lands were acquired until 1935. After W. E. Houser was hired as timberland manager in 1937, most surveys were made by the forestry department; however, many special surveys involving accretions and riparian rights were done by St. George Richardson, a civil engineer from Memphis.

The Anderson-Tully Company began buying timberlands in the Vicksburg area in 1916. The first tract purchased was the Clarke and Federal upland tract near Ballground, and the first bottomland tracts were the Fowle, Blanks, and Williamson lands in the Hookers Ridge-Brecount area. From World War I until 1924, a total of seventeen other bottomland purchases were made, ranging from Ajax Bar, Arcadia Point, and Tennessee Bar on the north through Albemarle, Steele Bayou, and Browns Point on the south, for a total of 12,000 acres. Since then other tracts have been added continually, including lands from C. W. Hunter Company, Kelsey-Hayes Wheel

TIMBERLAND HISTORY

Company (Manhannah tract), Crown-Zellerbach Corporation, Gooch Lumber Company, and Mengel Box Company (Sargents Point). Today the Company has considerable acreage in bluff hardwoods and a block of bottomland hardwoods in this area to support its Vicksburg mills.

Before 1940 most Company timberlands were open to the public for hunting and fishing. Over the years more and more lands were leased to private hunting clubs. At first these leases were complimentary. Beginning in 1963 these clubs were charged twenty-five cents per acre each year, but lease fees today are pegged at the average annual property tax rate. Approximately thirty-two percent of the Company's timberlands still are open to the general public for hunting and fishing. Anderson-Tully employs thirteen professional foresters and a wildlife biologist in its forestry and logging departments.

People

The Anderson-Tully Company more than anything else is made up of people. Over the years the Company has had many fine and loyal employees who have been noted for their length of service. More than ten percent of all employees and more than twenty percent of salaried employees have twenty-five or more years of service (see Appendix C). Without these devoted employees the Company could not have prospered. Although not all of these deserving people are mentioned in this history, their dedication personifies almost a century of Company development, production, and prosperity.

Vicksburg Employees

When Anderson-Tully Company bought the Vicksburg Box Company plant in 1898, it used the old company office. Shelby Preston who had worked for Vicksburg Box was retained as office manager for Anderson-Tully Company. Preston was a competent and personable young man. Those who knew him refer to him as a “prince of a

ANDERSON-TULLY COMPANY

gentleman." About 1915, he was transferred to the veneer sales department in Memphis. Alex Peatross, who was nineteen years old at the time, took his place as Vicksburg office manager. Peatross had been with Anderson-Tully only two years. He was a dedicated and loyal "Company" man. Methodical and somewhat reserved, he remained a bachelor all his life. He seemed to have a nickname for each employee. In 1968, he retired after serving his Company for fifty-five years. Sam Lusco replaced him as office manager. Over the years, Anderson-Tully has had many loyal Vicksburg office employees of long service. Among these were Harry and Earl Hossley, Louise Arenz, and Ruth Van Norman.

The first Vicksburg operations manager was W. J. Sheppard, who was hired in 1900. He was of the old school which valued a person based on how much he accomplished. The work week at that time was usually six ten-hour days. When Sheppard retired in 1925, W. A. Harris was named to succeed him. Harris had begun to work for the Company in 1919 on the lumber yard. He was a very friendly and popular person. He knew the business well and gave direct supervision and personal attention to employee performance. Harris retired in 1949 and was followed by Johnny Hancock, a loyal, quiet, and easy-going man who usually did not give detailed directions but allowed employees to act on their own. Hancock retired in 1968, and M. D. "Buck" Tunstall took his place as operations manager. Tunstall had joined the Company in 1939 as a log scaler. Willis Dykes, who had been dry kiln manager and assistant manager of the lumber yard, was promoted to superintendent of sawmills under Tunstall.



The log yard at Vicksburg's Mill D, around 1928. The man in the center wearing a suit is W. A. Harris, who was in charge of the Vicksburg operations at the time. The man with him is Neely Corbin, sawmill superintendent. The trucks in the background are two of the earliest trucks used by loggers in the region.

ANDERSON-TULLY COMPANY

Sawfilers and head sawyers are the key people in a bandmill operation. They must be well-trained and experienced for efficient operation. Anderson-Tully Company has been fortunate over the years to have the best in the business. Hazel Holman was the sawfiler and headsawyer at Mill B when it was shut down in 1917. He became the head sawyer at Mill D which was put into operation at the same time. Holman was a very industrious person and often held two jobs at the same time. He was forced to retire in 1974 when his wife became an invalid. Neely Corbin was foreman at Mill D when it was first started up or shortly thereafter. He was very mechanically inclined and made an excellent foreman. He was also known as a good hunter and fisherman. When he retired in 1948, John Ulmer took his place. Ulmer was methodical and somewhat resistant to change but a congenial and competent mill manager. When Mill D was rebuilt following the 1961 fire, Ulmer retired, and Sam Rochelle and William Burton were named as shift foremen to replace him.

After Mill E was built in 1937, several competent sawfilers, sawyers and foremen were involved in its efficient operation. Among these were Larry Havard, Charley Webber, Clarence Derryberry, Willie Lee Jones, and Bill Brown. Brown is now assistant sawmill superintendent. Among other sawfilers and sawyers whom the Company has been fortunate to have over the years were Vardaman Luckett, Leslie Havard, Clifford Hearn, Al Fleming, Johnson Gessler, Joe Lee, Clyde Owens, Dub Hearn, Ray Wood, Bert Klineman, and Will Hundermark. Among current sawmill foremen are I. B. Middleton, James Winstead, and V. O. Stevens. Sawmill foremen depended upon skilled and dedicated machinists and millwrights to keep the saws running and down

PEOPLE

time to a minimum. These included John Dempsey, George Gunter, and J. B. Lyons. Dutch Arenz was one of several Vicksburg log yard foremen and log scalers who were with the Company for many years.

Al Schneider was first employed as a veneer lathe operator by Anderson-Tully in 1919, when the Vicksburg veneer mill started operation. In a short time, he was appointed superintendent of the veneer mill and held that position until the mill was shut down in 1955. Schneider was a proficient manager, conscientious and well-liked, but he could be tough when necessary. Jack Harlan was foreman of the box plant and left the Company shortly after World War II after twenty years of Company service.

Sid Kemper was the lumber yard foreman when he retired in 1930. He began working for Anderson-Tully in 1900. Sid was followed by Johnny Hancock. When Hancock became assistant operations manager in 1935, Felder Smith was promoted to lumber yard foreman. Smith came up through the ranks beginning in 1926 and seemed to be able to remember where every lumber stack was and what was in it. He retired in 1970, and Robert McGuffie was moved up to take his place.

Since hardwood lumber values vary greatly by grade, lumber inspectors have always been important people to Anderson-Tully Company. Inspectors maintain quality control in addition to grade separation. It is important to maintain the Company reputation for quality lumber. Some of the better known lumber inspectors at Vicksburg or those with long years of service include Bill Cockerham, Louis DeLoach, Polk McDonald, Pete Pfeifer, Bernie Moore, Clarence McGuffie, and Gaspard Hopper.

In 1939, Anderson-Tully built a flooring and dimension plant at Waltersville and

ANDERSON-TULLY COMPANY

appointed Louis G. Hataway to operate it. Hataway was a popular and active person. He was one of those people who had to stay busy to be content. When he retired in 1968, Roy Hoben was appointed to manage the flooring plant at Mill J. Hoben was placed in charge of vehicle maintenance in 1978, and John Hebler was elevated to flooring plant manager. When his father retired in 1968, Louis G. "Dink" Hataway, Jr., was placed in charge of the dimension plants. In 1979, Hataway was appointed a vice-president in charge of the wood products division.

Beginning in the 1920s, B. C. Tully supervised Vicksburg logging operations. He later placed Sam Humphreys in charge of upland logging. When Humphreys left the Company in 1940, Bill Alexander, a Company log buyer at Natchez, Mississippi, moved to Vicksburg to take his place. Alexander was well-educated, personable, and conscientious. He resigned in 1965 to take a teaching position. Cliff St. John supervised hill logging south of Warren County, Mississippi, under Alexander and had twenty-nine years of Company service when he retired in 1966.

Charley Allen was appointed river logging superintendent in 1931, shortly after B. C. Tully became president of the Company. At the request of his board of directors on July 11, 1931, Tully turned more supervision of logging and timber operations over to his assistants. Charley Allen was known for his slow-moving and slow-talking habits. He was a very friendly person with a good sense of humor. After he died in 1955, Buck Tunstall and Barney Freutel supervised river logging. Freutel was one of those people who seemed to be able to remember every anecdote he ever heard. He

PEOPLE

could tell humorous stories by the hour and never fumble a punch line. His good disposition made him easy to work with. Freutel retired in 1977.

In 1965, Tunstall was placed in charge of all logging operations and in 1968 of the Vicksburg sawmill operations as well. He appointed H. D. Simpson Vicksburg logging superintendent in 1972. In 1975 Tunstall was placed in charge of logging and utilization, and James R. Sellers was named lumber operations manager. Tully Hall was appointed assistant to the lumber operations manager at the same time. When Tunstall retired in 1980, Tully Hall was promoted to take his place. Parker Hall III, an engineer, was employed in 1979 to control dust and noise.

In 1972, all construction and maintenance activities were consolidated under one department, and Elmer Barnes was named to head it. Jim Lum was in charge of security at Vicksburg until he died in 1963. Bob Hollingsworth has been in charge of personnel and then safety at Vicksburg for more than twenty years. Jack Smith joined Anderson-Tully in 1949 as manager of the Company cattle operation south of Vicksburg. Smith was farmland manager when he died in 1978.

Memphis Employees

The Memphis business office of the Anderson-Tully Company was originally supervised by S. B. Anderson and later by W. Brown Morgan. Andy Harris succeeded Morgan in 1915 but transferred to the Tennessee Hoop Company as manager shortly thereafter. A. P. Old became office manager following Harris and was elected secretary

ANDERSON-TULLY COMPANY

of the Company in 1923. Old had the reputation of being a “nice guy.” When Old left the Company in 1934, George Beggs was made office manager. Beggs was elected secretary-treasurer in 1948 and retired in 1969 after fifty-two years of Company service. He is known as a dignified gentleman, who is always friendly, very businesslike, and exhibiting a faculty for detail and thoroughness. When he retired, Bill Dixon was elected to take his place. David Coombs replaced Dixon when he retired in 1979. Mary Ann Sandidge was appointed office manager at that time.

Former Memphis office employees who had been with Anderson-Tully for years were Sue Guerrant, Martha Schultz, and Hattie Keller. Current office employees with many years of service include Gloria Cammer, Mary Ellen Tucker, Martha Holloman, Evelyn Brown, Mildred Mullins, and Theresa Vincent.

Before Anderson-Tully was well established in the lumber market, T. J. Morris handled veneer sales. He was assisted after 1915 by Shelby Preston, who succeeded Morris when he retired in 1923. Ted Henning was plywood sales manager at that time. Lawrence Fury and James Keiran were assistant sales managers under Preston. Leland Hannah was placed in charge of veneer sales in 1954 when Preston retired after fifty-three years of Company service. Claude Tully handled plywood sales until he died in 1948. After that time, Hannah managed plywood, veneer and dimension sales.

Sam Thompson had been lumber sales manager before 1923. In that year he left the Company and was replaced by C. M. Green. In 1932, J. S. P. Wilson became sales manager when Green retired. Wilson was well-known in the hardwood lumber

PEOPLE

industry and was very popular with other employees. Abe Lemsky who joined Anderson-Tully in 1918 succeeded Wilson in 1947. Lemsky left the Company in 1956 to publish the *Hardwood Market Report* in Memphis. Bart Tully, Jr., was sales manager from then until 1960 when Parker Hall replaced him. Hall had worked four years in the dry kilns, dimension plant, and plywood plant before moving to sales. Richard Wright was employed as laminated flooring sales manager in 1968 and was named a vice-president in 1980.

First C. J. Tully and then his sons supervised operations at the Memphis plant before World War I. Bart C. Tully looked after river transportation, logging, and sawmill operations. Claude Tully was in charge of plywood, veneer, box, and dimension production.

Although the Company started veneer production in 1889, the Memphis plywood plant was not built until 1916. Leroy Kessler was superintendent of plywood and veneer production under Claude Tully. Sam Rhodes, a quiet, easy-going man, was glue room foreman at the time. When Kessler retired, big Fred Kuhns, his nephew, replaced him. Sam Padgett was foreman of the veneer mill under Kuhns. When Kuhns left the Company, Padgett was placed in charge of plywood and veneer production until he retired in 1950. Shannon Hannah was a foreman of the veneer mill under Rhodes. Henry Socamp was the veneer machinist at that time and kept the lathes turning and the knives sharp for thirty years.

Henry Hediker first joined Anderson-Tully Company in 1895 and was one of the first foremen in the egg case plant. Harry Campbell was foreman of the wirebound

ANDERSON-TULLY COMPANY

box plant under Hediker, beginning in 1926. Campbell died of typhoid fever a few years later. When Hediker retired in 1931, Jack Sanders took his place. Sanders was a very popular manager who had a good sense of humor and was even a little mischievous at times. Sanders was recruited from Murray Wood Products Company in Memphis. He ran the Anderson-Tully box and case plants until they were closed down, and he retired in 1963. Harvey "Skinny" Van Eaton was one of his foremen.

In 1941 Anderson-Tully acquired the equipment from the old Fisher Body plant in Memphis, which was closed down at that time. It also acquired the services of Harry Hawken who was a foreman for Fisher Body. He ran the Anderson-Tully dimension plant to manufacture auto body parts and other dimension materials. Hawken is usually described as friendly, conscientious, and competent. Clarence Yount also left Fisher Body and joined the Company at that time as an industrial engineer. After Harry Hawken retired in 1968, Yount supervised the dimension operation until it was moved to Vicksburg in 1977. Jack Haynes was in charge of dimension shipments until his retirement in 1977. He was succeeded by Felix Cade.

Will L. Norvell was foreman of the Madison, Arkansas, sawmill until 1924 when the mill was sold. He then moved to Stewart when the new mill there was opened the same year. He retired in the 1920s and was replaced by Charley King. When the Stewart mill was shut down in 1930, King moved to Memphis as head sawyer. He was a quiet man who got the job done without a fuss or fanfare. Before 1930, Wilson Hill had been manager of the Memphis sawmill. When he retired, Lee Bryant took his place. Bryant left the Company about 1949, and Charley King became mill



Charley King, Memphis sawmill manager, measuring a pecan log, around 1955.

ANDERSON-TULLY COMPANY

manager. King retired in 1969 after forty years of Company service and was succeeded by Garvin "Butch" Bain.

George Smith was the Memphis lumber yard foreman as far back as anyone can remember. When he retired in 1930, Hugh Crawford took his place. Crawford was loquacious and easy-going, but conscientious. John Morris was sawmill production manager at the time. When Morris was killed in an accident in 1941, Crawford took his place, and Joe Johnson became lumber yard foreman. Joe was somewhat emotional and an excitable person but a good manager. When he retired in 1962, Ross Neal succeeded him. Among well-known lumber inspectors at Memphis were Dumant Franklin and Ed Sawyer. George "Shorty" Shears was the log yard foreman when he retired in 1973. He had been an employee for more than forty years.

C. J. Tully placed George Spore in charge of log rafting about 1904, when the first Memphis sawmill began operation. Spore was quiet but conscientious and dependable. He had been on the payroll for fifty years when he retired in 1951. His son, Richard, supervised Company logging operations as far south as Greenville, Mississippi, following his father's retirement. When Richard Spore retired in 1977, Paul Henry was employed to take his place.

W. E. Houser was named as the first Company timberland manager in 1938. Houser worked for the U. S. Forest Service and H. M. Spain timber estimators before joining Anderson-Tully. He loved people great and small and was one of those people who seemed to make a friend of everyone. He was a gentleman and had a high sense of duty and loyalty. Houser retired in 1968 and was succeeded by W. H. Guyer who,



Red gum logs on the Anderson-Tully log yard at Memphis about 1960. *Left to right*, Dr. William Jiles, Mississippi Agriculture Experiment Station; W. E. Houser, timberland manager, Anderson-Tully; John Putnam, U. S. Forest Service; and George "Shorty" Shears, log yard foreman. *Photograph courtesy of U. S. Forest Service.*

ANDERSON-TULLY COMPANY

in 1946, had been the first graduate forester hired by the Company. Guyer resigned in 1971 to go into land survey work. He was succeeded by Charley Heavrin. Company timberlands are divided into four blocks. Foresters in charge of these blocks are R. B. Marshall, Johnny Lack, Mark Monroe, and Tony Parks. E. C. Burkhardt was appointed chief forester in 1974. Anderson-Tully Company appointed its first wildlife manager, Bill Tomlinson, in 1980.

There were some well-known support personnel at Memphis who should be mentioned here. Perhaps the oldest employee was Donald Campbell, who came to Memphis from Benton Harbor, Michigan, in 1889 and supervised much of the original building construction. One of his carpenters, Frederick Stevens, lived in one of the two houses on plant property until 1928 when he retired. Charley Norvell began Company service in 1904 as a mechanic and later became chief of construction and maintenance. Norvell was a very friendly person and was known and well-liked by nearly all employees. He died in 1952 and was replaced by Elmer Manchester. When Manchester retired in 1977, Mike Evans assumed part of his duties. Bill Wattam was chief of security at Memphis until his retirement in 1978. William C. Pittman operated the Memphis power plants in the 1920s and until his retirement in 1968. His son, Tom, succeeded him at that time and retired in 1975.

The first purchasing agent was M. F. Wragg, who assumed that post about 1926. He had been employed by the Company in 1912 as a timekeeper. Wragg was somewhat surly but qualified and efficient. When Wragg died in 1951, Virgil Tucker took his

PEOPLE

place. Charles Tacke was the purchasing agent at Vicksburg until his retirement in 1978. Billy Baird was employed to take his place.

Under the free enterprise system, a company is formed to furnish a product or perform a service and to make a profit. A company cannot exist for very many years without making a profit and to do so it must have concerned management and dedicated employees. The success of Anderson-Tully Company is indicative of good management and good employees. The average length of service is further evidence of employee loyalty and dedication. The absence of major labor problems and a relatively tranquil history of union activity is another mark of concerned management and dedicated employees.

There was some unorganized picketing at the Memphis plant in 1946 for a few days. In 1961 the majority of employees voted to join the International Woodworkers of America. Anderson-Tully Company recognized the Union and signed a contract with them at that time. There has been only one strike of five weeks in early 1978 involving Vicksburg employees only. Today, Anderson-Tully employs 1000 dedicated people. The Company is justly proud of its record in management-employee relations.

Postwar Growth and Modernization

Claude J. Tully died in 1948 after having been secretary of the Company for fourteen years. In 1959 William R. Kent sold his stock to the Company and retired as vice-president and treasurer. Kent was distinguished-looking, well-educated, a student of finance who lived well, and a pillar of Memphis society.

Since much of the Company's lands are located in Mississippi and since the Company does little business in Michigan, the domicile of Anderson-Tully Company was incorporated in the state of Mississippi in May, 1980.

Bart C. Tully, whose word by reputation was bond, was an unpretentious man who devoted his life to his family and to the Anderson-Tully Company. Many of his business deals were concluded with a simple handshake. He was a true philanthropist who seldom mentioned his many charities, and a man whose common sense yielded such sayings as "Our best advertising is a good board," "Offices don't make money," and "Pay for what you get and get what you pay for." B. C. Tully was a candid, straight-forward man with a strong personality who did not court publicity. He personally supervised many Company operations for most of his adult life.

ANDERSON-TULLY COMPANY

Tully was demanding of his sons in the business, but was more demanding of himself. He usually spent most of the weekend at his desk. He managed much of the Company's business several years before his father died in 1929. In the 1920s and 1930s, he traveled to Vicksburg by train. He began to drive to Vicksburg about 1942 and usually spent two or three days there each week. In the 1950s, he began traveling by air.

John M. Tully, son of Bart C. Tully, served in the U. S. Navy following his graduation from Cornell University during World War II. He joined Anderson-Tully Company in 1948 and worked in land survey work, timber cruising, log scaling, on the lumberyard, and as a logging supervisor. In the 1960s, he assisted his father in the general operations of the Company. When his father died in 1967, John assumed the presidency of the Company.

When John became president of Anderson-Tully, its mills and equipment were worn and obsolete. Surplus funds had been invested for some time in timberland, leaving manufacturing facilities somewhat neglected. Many key Company people were at or beyond retirement age. New electronic and other equipment was being introduced as a result of postwar technology, which called for a change in management, facilities, and methods in the Company.

John Tully instituted a program of modernization for mill facilities and a computer-assisted plan for Company management. In addition, he requested a continuous forest inventory plot system for all Company timberlands. The growth and volume data from this plot system are the basis for a comprehensive timberland management plan



John M. Tully, who has continued the work of grandfather, Christopher J., and father, Bart C., but who has modernized the Company. This modernization is exemplified by the laminated flooring mills, which utilize abrasive planers, melamine adhesives, and electronic presses, and also by the computer and the helicopter. *Photograph courtesy of the Vicksburg Evening Post.*

ANDERSON-TULLY COMPANY

developed by the Company's forestry department. Efficient Company mill capacity has been coordinated with timber production for the first time, and timber growth is being monitored by periodic measurement. Sound silvicultural practices assure adequate regeneration for sustained yield timber production and a viable wildlife habitat.

APPENDIX A

Anderson-Tully Company Estimated Annual Lumber Production (Million Board Feet)

Year	Mill											Annual Production
	B	S	3	4	5	R	D	A	E	J	K	H
1900	14											14
1901	14											14
1902	14											14
1903	14		0.7									14.7
1904	14	3	1.4	3.0								21.4
1905	14	3	0.2	8.5								25.7
1906	14	3	0.4	8.7								26.1
1907	14	3	0.1	10.3								27.4
1908	14	3	0.1	10.3								27.4
1909	14	3	0	9.2	9							35.2
1910	14	3	0.8	8.0	9							34.8
1911	14	3	0.8	11.7	9							38.5
1912	14	3	0.8	11.2	9							38.0
1913	14	3	0.8	9.6	9							36.4
1914	14	3	0.8	9.4	9							36.2
1915	14	3	0.8	5.3	9							32.1
1916	14	3	0.8	4.4	9							31.2

ANDERSON-TULLY COMPANY

Year	Mill										Annual Production	
	B	S	3	4	5	R	D	A	E	J	K	H
1917				9.1	9		21					39.1
1918				8.2	9		21					38.2
1919				10.6	9		21					40.6
1920				9.3	9	7	21					48.3
1921				13.6		7	21					52.6
1922				1.5	10	7	21					39.5
1923				7.9	10	7	21					45.9
1924				12	10		21					43
1925				12	10		21					43
1926				12	10		21					43
1927				12	10		21					43
1928				14.9	11.2		24.6					50.7
1929				14.3	6.1		29.6					50.0
1930				13.0	3.7		22.4					39.1
1931				10.2			25.9					36.1
1932				9.5			18.4					27.9
1933				10.8			22.5					33.3
1934				9.9			16.0	0.8				26.7
1935				12.8			30.0	3.9				46.7
1936				15.2			29.1	4.2				48.5
1937				15.6			31.4	5.0				52.0
1938				10.9			14.6	4.9	5.6			36.0
1939				10.5			17.0	4.1	11.3			42.9
1940				14.0			18.6	3.3	11.9			47.8
1941				21.9			16.2	3.4	20.7			62.2
1942				16.0			20.5	3.2	18.1	2.6		60.4
1943				10.1			17.4	0.8	18.5	7.4		54.2

APPENDICES

Year	Mill											Annual Production
	B	S	3	4	5	R	D	A	E	J	K	H
1944				4.5			16.6	0.1	14.9	4.7		40.8
1945				4.7			14.5	0	9.7	3.6		32.5
1946				9			20	3	11	7		50
1947				9			20	3	11	7		50
1948				9			20	3	11	7		50
1949				9.2			17.8	1.7	10.6	6.9		46.2
1950				9.3			20.6	3.3	10.3	6.9		50.4
1951				10.9			19.1	3.4	9.4	5.4		48.3
1952				11.8			15.2	0	9	6		42.0
1953				11.0			14.9	2	9	6		42.9
1954				11.0			14.3	2	9	6		42.3
1955				10.0			12.6	2	7	5		36.6
1956				11.0			17.4	2	7	5		42.4
1957				8.0			18	2.2	7	7.2		42.4
1958				9.3			16.3	2.2	7	6.4		41.2
1959				10.0			18	2.2	7	8.2		45.4
1960				8.8			19	2	10	6		45.8
1961				7			0	3	12	14.2		37.2
1962				7			11.3	3	9	6		36.3
1963				7			21.2	3	11	6		48.2
1964				7			20.5	2	11	6		46.5
1965				8			22	3	11	6.6		50.6
1966				8			21.4	3	11	6		49.4
1967				7.8			21	3	11	6		48.8
1968				7			22.4	2	12	7		50.4
1969				9			15.2	3			17.2	44.4
1970				9			18.2	3			20.5	50.7

ANDERSON-TULLY COMPANY

Year	Mill											Annual Production
	B	S	3	4	5	R	D	A	E	J	K	H
1971				9			22.2				25.2	56.4
1972				9			19.9				22.4	51.3
1973				9			20.0				22.6	51.6
1974				9			21.6				24.4	55.0
1975							25.2				21.2	46.4
1976							31.2				26.1	57.3
1977							32.3				27.1	59.4
1978							35.6				29.9	2.4 67.9
1979							29.4				25.1	6.1 60.6
1980							27.0				25.0	6.1 58.1
											Total	3433.5

SYMBOLS:

A—Mill A, Vicksburg
B—Mill B, Vicksburg
D—Mill D, Vicksburg
E—Mill E, Waltersville

H—Mill H, Vicksburg
J—Mill J, Vicksburg
K—Mill K, Waltersville
R—Rayville, Louisiana mill

S—Spengler mill, Vicksburg
3—Ebony, Arkansas, mill
4—Memphis mill
5—Madison, or Stewart, Arkansas, mill

NOTE:

Rounded volumes are estimates based on average mill capacity or previous history. Volume reported as "0" marks the year a mill burned.

SOURCES:

1900—1951 Sawmill ledgers
1952—1968 Annual audit reports
1969—1980 CFI log removals plus 20% overrun

APPENDIX B

Boats owned by Patton-Tully Transportation Company or Anderson-Tully Company

Name of Boat	Tons/hp	Drive	Built	Year Acquired	
<i>Vernie Mae</i>	122	SS	Wabasha, MI	1892	1900
<i>Satellite</i>	60	SS	Rock Island, IL	1900	1903
<i>Joy Patton</i>	63	SS	Dubuque, IA	1891	1906
<i>J. C. Atlee</i>	88	SS	Memphis, TN	1886	1906
<i>Dolphin No. 3</i>	355	SS	Jeffersonville, IN	1897	1906
<i>Skiddo</i>		GS			1909
<i>Marie</i>		GS			1909
<i>Lookout</i>		GS			1909
<i>Kit Carson</i>	8	GS			1910
<i>Hazel</i>	8	GS	Memphis, TN	1902	1912
<i>Paloma</i>		GS			1912
<i>Marie J.</i>	76	SS			1905
<i>Eugenia Tully</i>	138	SS			1916
<i>Bart Tully</i>	63	SS			1915
<i>Harry Anderson</i>	55	SS	Jeffersonville, IN	1892	1917
<i>Daisy</i>	20	SC	Memphis, TN	1917	1917
<i>Dan Quinn</i>	166	SS	Dubuque, IA	1897	1918
<i>Joe Anderson</i>	20	SC			1918

ANDERSON-TULLY COMPANY

Name of Boat	Tons/hp	Drive	Built	Year Acquired	
<i>Laura M.</i>	8	GS	Vicksburg, MS	1919	1919
<i>Topaz</i>	14	GS	Manitowoc, WI	1904	1920
<i>Sara T.</i>	8	GS			1920
<i>Josephine Tully</i>	80	SS	New Orleans, LA	1904	1922
<i>John F. Klein</i>	92	SC	Brownsville, PA	1902	1923
<i>Yocona</i>	349	SS	Dubuque, IA	1919	1925
<i>Diamond C.</i>	15	GS	Memphis, TN	1931	1934
<i>Tallulah</i>	61	SS	Jeffersonville, IN	1922	1937
<i>Kanawha</i>	60	SD	Jeffersonville, IN	1925	1935
<i>Betty Jean</i>	12	GS	Grafton, IL	1929	1935
<i>Itasca (Norvelle)</i>	105	SS	Corondolet, MO	1882	1942
<i>Porterfield</i>	100	SD	Jeffersonville, IN	1928	1946
<i>M. F. Wragg</i>	165	DS	Memphis, TN	1938	1938
<i>John Morris</i>	165	DS	Memphis, TN	1940	1940
<i>Capt. Tom</i>	165	DS	Memphis, TN	1940	1940
<i>Dan Quinn</i>	1600	DS	Nashville, TN	1941	1941
<i>Claude Tully</i>	3200	DS	St. Louis, MO	1950	1950
<i>Capt. Jud</i>	165	DS	Memphis, TN	1956	1956
<i>Rose C.</i>					1956
<i>John Morris</i>	1700	DS	Memphis, TN	1957	1957
<i>Marie J.</i>	660	DS	Memphis, TN	1959	1959
<i>Kanawha</i>	300	DS	Memphis, TN	1960	1960
<i>Rose C.</i>	165	DS	Memphis, TN	1963	1963
<i>Frank Phipps</i>	760	DS	Greenville, MS	1966	1966
<i>E. L. Bailey</i>	460	DS	Memphis, TN	1967	1967
<i>Yocona</i>	660	DS	Memphis, TN	1967	1967

APPENDICES

Name of Boat	Tons/hp	Drive	Built	Year Acquired	
<i>J. T. Baskin</i>	300	DS	Memphis, TN	1968	1968
<i>Kate Tully</i>	2400	DS	Greenville, MS	1969	1969
<i>Helen Tully</i>	850	DS	Greenville, MS	1969	1969
<i>Bill Houser</i>	1200	DS	Greenville, MS	1973	1973
<i>W. F. McAuley</i>	680	DS	Pine Bluff, AR	1974	1974
<i>R. E. Bundy</i>	680	DS	Memphis, TN	1976	1976

METHOD OF DRIVE:

SS—Sternwheel steamer

SD—Sternwheel diesel

SC—Steam screw

GS—Gasoline screw

DS—Diesel screw

APPENDIX C

Present employees of Anderson-Tully Company with twenty-five
or more years of service.

Name				Year Of Employment	
Nathaniel Allen	1955	Arthur Canda	1942	Johnnie Haskins	1950
Norman Anderson	1951	William E. Chism	1946	L. G. Hataway, Jr.	1955
Peter Anderson, Jr.	1949	George Curtis	1947	Clifford Hearn	1943
Elmer Barnes	1953	Bennie Dotson	1947	Jack Hearn	1945
Harry Barnes, Jr.	1942	John Douglas	1954	Charles A. Heavrin	1953
Isaac Bigham	1947	William Douglas	1947	Roy Hoben	1942
Nelson Bone	1953	James Dove	1955	Martha Holloman	1942
Wesley Bowles	1950	Willis Dykes	1939	S. Horton, Jr.	1945
Sam Bowman	1947	L. T. Dyson	1953	James Jackson	1951
William Bowman	1941	Elmer Ferguson	1946	Kelly Jelks, Jr.	1955
Richard Brown	1950	R. Gaines	1955	Albert Johnson	1949
Robert Brown	1950	Johnnie Garner	1946	Edgar Johnson	1952
Henry Bruce	1946	L. D. Givens	1953	Frank Johnson	1944
Willie Bunch	1945	Roosevelt Goodman	1946	Joe King	1955
E. C. Burkhardt	1951	L. Goodson	1955	Edgar Landon	1952
Robert F. Burton	1956	Lonzo Grant	1945	Clarence Lewis	1955
Felix Cade	1942	Parker Hall, Jr.	1946	Henry Lewis	1946
Gloria Cammer	1943	R. Hart	1942	Odis Lowery, Jr.	1947

APPENDICES

				Year Of Employment	
Name					
Sam Lusco, Jr.	1950	Albert Sims	1954	M. D. Tunstall	1939
Clarence McGuffie	1941	J. Sims	1947	Theresa Vincent	1950
R. B. Marshall	1954	Charley Smith	1954	Clarence Walker	1950
Herman Mason	1942	Ernest Snow	1950	Sylvester Wardley	1946
Isaac Middleton	1940	William J. Stewart	1947	Albert Washington	1943
Isaac Morman	1954	James Swartz	1943	Joseph Washington	1955
Ross Neal	1947	James Taylor	1949	A. Watson	1942
John Nixon	1944	Freddie Thomas	1952	Ernest White	1952
George Payne	1948	Oscar Thomas	1951	Abe Wiggins	1927
Johnnie Redfield	1947	Milton Tooma	1942	Gilbert Wright	1946
Walter L. Reed	1942	Mary Ellen Tucker	1954	Peter Yates	1948
Charlie Robb	1950	Virgil L. Tucker	1943	Felix Younger	1952
William Sanders	1950	Bart C. Tully, Jr.	1946	P. Younger	1952
Mary Ann Sandidge	1949	John M. Tully	1948	Clarence Yount	1941
Shelly Tillman, Jr.	1945				

APPENDIX D

Present Anderson-Tully Company Management

Board of Directors

John M. Tully, Chairman
Farrell Bushing
Dr. Henry C. Ward
Bart C. Tully, Jr.
Parker Hall, Jr.

John D. Martin, Jr.
Tully Hall
Parnell Lewis
David Coombs

General Managers

John M. Tully, President
Bart C. Tully, Jr. Vice-president
David Coombs, Secretary-treasurer
Parker Hall, Jr., Vice-president, lumber sales
M. D. Tunstall, Vice-president, logging and
utilization
L. G. Hataway, Jr., Vice-president, wood products
division

James R. Sellers, Vice-president, Vicksburg
operations
Charles A. Heavrin, Vice-president, land
management
Jerry Taylor, Vice-president, Patton-Tully
Transportation Company
Richard Wright, Vice-president, flooring sales
Paul Kilbourn, farm manager

APPENDIX E

Memphis Hardwood Lumber Producers and Wholesalers in 1925

Company	Memphis sawmill
Anderson-Tully Company	1242 North Second Street
Baker-Matthews Lumber Company	
Bellgrade Lumber Company	
Braxton Lumber Company	
Breece-White Lumber Company	
Mark H. Brown Lumber Company	
E. L. Bruce company	
Chapman and Dewey Lumber Company	
Clinton Lumber Company	
Coleman-Hackney Lumber Company	
Darnell Lumber Company	Florida Street
Desoto Lumber Company	
F. T. Dooley Lumber Company	
Frank Dugan Lumber Company	
Dudley Lumber Company	
George C. Ehemann and Company	Florida and Fay Streets
Charles M. Fox	
P. A. Gates Lumber Company	
Gayoso Lumber Company	May and Chelsea Streets
J. O. Goshorn Company	
C. M. Gooch Lumber Company	

ANDERSON-TULLY COMPANY

Company

Goodlander-Robertson Lumber Company
 Green River Lumber Company
 R. J. Hackney Lumber Company
 George T. Houston and Company
 Lehr Hardwoods
 McLean Lumber Company
 McRae Lumber Company
 Memphis Band Mill Company
 Memphis Hardwood Lumber Company
 Memphis Lumber Corporation
 Memphis Veneer and Lumber Company
 Mossman Lumber Company
 Nickey Bros Lumber Company
 E. Sondheimer Company
 James E. Stark and Company
 Stimson Veneer and Lumber Company
 Tennessee Timber Company
 Thompson-Katz Lumber Company
 Turner-Farber-Love Lumber Company
 Tustin Hardwood Lumber Company
 United Timber and Lumber Company
 R. J. Wiggs Lumber Company
 Erskine Williams Lumber Company
 John M. Woods Lumber Company
 Woods Lumber Company

Memphis sawmill

Florida and Fay Streets
 1453 North Thomas Street

 Tunica and Beltline Railroad
 Mallory and Castex Streets

 Florida and Bodley Streets

 Plum Street and IC Railroad
 Morehead and Beltline Railroad
 Ragan Street and South Parkway

 Plum Street and IC Railroad
 Mallory Street

 North 7th and IC Railroad

 Speed Avenue and IC Railroad

Source:

Polk's City Directory

APPENDIX F

Biographies of the Big Six

Seneca B. Anderson

Seneca Benjamin Anderson was born in Genesee County, New York, in 1849 to David and Lovisa Throop Anderson. His father was a farmer and a colonel in the Union army during the Civil War. When Seneca was five years of age, he moved with his parents to Cold Water, Michigan. He entered Kalamazoo College in 1871. Upon graduation, he established a lumber company at Van Buren City, Michigan. Beginning in 1886, he was associated with the Charles Colby Company at Benton Harbor, Michigan, for one year and then joined the N. B. Hall Company of Benton Harbor and Greenfield, Tennessee. Both of these companies manufactured boxes and baskets from veneer. Along with C. J. Tully, Anderson acquired controlling interest in the N. B. Hall Company on the last day of 1887. They reorganized and named the partnership the Anderson-Tully Company. The company was incorporated in 1889 along with two sister companies, Wells-Higman Company and Ward-Kent Company.

In May of 1889, Anderson moved to Memphis in the middle of his term as mayor of Benton Harbor. He and C. J. Tully built a new plant at Memphis for the Anderson-Tully Company to manufacture veneer boxes and cases. Two years previously, Anderson became aware of the large timber resources in the region on a boat trip down the lower Mississippi River, and he is credited with the decision to locate a plant in Memphis. Anderson was secretary-treasurer of Anderson-Tully Company from 1889 to 1901 and president from then until 1923.

Anderson married Adelaide Bennett of Pennsylvania in 1876. They had one son, Harry B., who was an attorney and later a federal judge. Harry was treasurer of Anderson-Tully from 1914 until 1921.

ANDERSON-TULLY COMPANY

S. B. Anderson built a fine home in Memphis at Poplar and Waldran Streets, where in 1981 the Greenstone apartments stand. He was a distinguished-looking gentleman who lived well. A reserved and somewhat nervous man, he was nevertheless very popular in Memphis society.

Anderson built a sawmill and veneer mill at Plaquemine, Louisiana, in 1924. He sold his stock back to Anderson-Tully Company in 1927 and died in Louisiana in 1928.

John Higman, Jr.

John Higman, Jr. was born in Caton, New York, on March 1, 1853, to John and Clarissa Brown Higman, who lived on a farm. John, Jr. moved to St. Joseph, Michigan, when he was twenty years old, to take a position as teller in the First National Bank, of which his older brother was president. His brothers owned a sawmill and a stave mill just east of the St. Joseph bridge. In 1880, John joined the Michigan Basket Factory as a salesman and by 1883 had purchased the interest of Willis W. Cooper, one of the owners. Higman was placed in charge of sales at that time.

In 1888, the Wells-Higman Company was incorporated from the old A. W. Wells Company partnership, and John Higman became secretary-treasurer. He also became a director of the Ward-Kent Company which was founded a short time later.

In 1877, Higman married Metta B. Marlow and they had two sons and six daughters. Higman owned considerable real estate in St. Joseph and other cities, and was very active in public affairs. He was president of the Board of Trade of St. Joseph for two years and a member of the school board for ten years. He was also chairman of the board of trustees of the Baptist church at Benton Harbor. He was a congenial and popular person and very competent in finance. Higman died suddenly on February 21, 1910, in Grand Rapids, Michigan, and was buried in St. Joseph.

Addison D. Kent

Addison Drake Kent was born near Sturgis, Michigan, January 12, 1854. He had an older brother Henry and a younger sister Adelaide. His father, William, was a state legislator and later a circuit court judge.

APPENDICES

When Addison was sixteen, he worked in sawmills for two years. He moved to St. Joseph in 1872 and went to work for his brother at the Kent and Bovee Marble Works.

Kent and William S. Howard went into partnership in 1878 to form the City Marble Works. They manufactured monuments, tablets, and headstones. Kent was also a partner in the Union Banking Company of St. Joseph in 1885. He also opened an insurance agency at that time and was an agent for the American Express Company.

On October 3, 1883, Kent married Kate Stratton, daughter of Dr. R. F. Stratton of St. Joseph. They had one son, William R. Kent, who was born on May 5, 1900, and was vice-president of Anderson-Tully Company from 1934 to 1959.

A. D. Kent moved to Greenfield, Tennessee, in October of 1886 and became a partner in the A. W. Wells Company box and basket plant there. He handled sales, payrolls and other financial matters. The Ward-Kent Company was incorporated two years later and included the A. W. Wells plant and a similar plant at Greenfield formerly owned and operated by the Anderson-Tully Company partnership. Kent was named secretary-treasurer of the Ward-Kent Company. He was president of the Greenfield Bank and a major stockholder in Anderson-Tully Company which was incorporated in 1889.

Kent had a good sense of humor and was somewhat of a prankster at times. He moved back to St. Joseph in 1904 and built a home at 622 State Street. He was a vice-president of Cooper-Wells Company and Wells-Higman Company. He was elected president of Wells-Higman Company and the Union Banking Company when A. W. Wells died in 1912. In 1916, he became president of the reorganized Whitcomb Hotel Company. Kent died on May 30, 1918, following a stroke on January 31.

Christopher J. Tully

Christopher Joseph Tully was born on Christmas day 1854 in Albany, New York. His parents were Michael and Elizabeth Nolan Tully, who were both born in Ireland, Michael in County Kildare and Elizabeth in Dublin. They knew each other in Ireland, but they were not married until they reached Albany in 1852. Christopher Tully had five brothers and two sisters. When he was less than a year old, his parents moved to Chicago. His father died in Chicago in 1887 and his mother in 1891. Beginning in 1867, when he was

ANDERSON-TULLY COMPANY

thirteen years old, Christopher Tully worked for two years on steamers on the Great Lakes. He then went to work for James Kirby and Bro. making baskets. He started out as a nailer who assembled baskets from splints. When Kirby closed their factory in Chicago and opened one in Benton Harbor, Michigan, young Tully moved with them. As a sideline, he practiced fruit tree grafting.

The Kirby plant was purchased by the Charles Colby Company in 1881, and shortly thereafter, Tully left the company and moved to South Haven, Michigan. There, he built and operated a box and basket plant with I. T. Pierce and T. A. Shaeffer. Shaeffer sold his interest to the other two about six months later. In 1885, Tully sold his share to Pierce and purchased a one-third interest in the N. B. Hall Company of Benton Harbor. In the same year, he moved to Greenfield, Tennessee, to build and operate a box and basket plant for the N. B. Hall Company.

In November, 1875, Tully married Kate Pender of St. Joseph, who died only three years after their marriage. They had two children, Edward and Kate. On November 17, 1884, Tully married Jennie Admiral, daughter of Nort Bart Admiral of South Haven. They had three children, Bartlett C., Claude J., and Jennie who is now Mrs. Calvin Graves of Memphis.

On December 31, 1887, Christopher Tully and S. B. Anderson, who was also associated with N. B. Hall Company, acquired a one-quarter interest in that company from N. B. Hall. This gave them controlling interest in the company. They reorganized it and named the partnership the Anderson-Tully Company. They incorporated the firm on March 2, 1889, and acquired four new stockholders, A. W. Wells, Henry C. Ward, Addison D. Kent and John Higman, Jr.

Tully and Anderson moved to Memphis on May 27, 1889, and built and operated a new Anderson-Tully Company plant. The plant manufactured veneer boxes and cases. Tully was in charge of manufacturing operations with the title of superintendent. He was elected vice-president of the company in 1904 and in 1923 he was elected president and his son Bart C., vice-president.

Christopher Tully was also president of Patton-Tully Transportation Company, Morgan and West Box Company, and Memphis Hardwood Flooring Company. He was a director of North Memphis Savings Bank and vice-president of Memphis Stave Company.

Tully was a quiet, but friendly, dignified gentleman. He was an industrious person his entire life. His main interests were his family and his company. He was always curious about machinery and manufacturing

APPENDICES

processes. On his first job in a basket factory, he was the best producer on the line. After that, he built or operated almost twenty veneer mills, box and basket plants and sawmills.

In 1893, Tully purchased a home at Fifth and Greenlaw Streets in Memphis. He kept a Phaeton buggy in the stable in the rear of the house and often rode the few blocks to his office. In 1908 he purchased a Peerless automobile when gasoline was only sixteen cents per gallon. Later he had an electric car whose batteries had to be recharged overnight. In 1919, the family moved into a home on Belvedere and in 1925 moved to 2205 Poplar Avenue.

Christopher Tully died in Brunswick, Georgia, in 1929, where he had gone to attend the annual stockholders' meeting of the Georgia Veneer and Package Company.

Henry C. Ward

Henry C. Ward was born in LaPorte, Indiana, on June 15, 1846. He had four sisters and one brother. Ward was married to Mary Ann Wilson of Michigan City, Indiana, when he was only sixteen years old. They had four daughters and three sons, William, Neil, and Harry C. Ward. Dr. Henry C. Ward of Long Beach, California, is the son of Harry C. Ward and is a director of the Anderson-Tully Company.

Shortly after he was married, Henry C. Ward went into the farming business with John Reder, who was his older sister's husband. In 1865, both families built new homes four miles south of St. Joseph, Michigan. In a small building with hired hands, they cut shingles, box shooks, and basket splints from the timber they cleared on their farms to plant orchards. In 1867, they made crates for Wilcox and Company which was a box and basket factory near the railroad depot in St. Joseph. Henry Ward acquired a one-quarter interest in this company the following year. In 1869, he moved to the city to begin work for the firm. He left the farming to his brother-in-law and a tenant. In the same year he sold his interest in Wilcox and Company and bought an interest in the Michigan Basket Factory which was owned by Abel W. Wells. In 1870 he was granted a patent for an improved fruit box. About 1875, Ward built a new home at 900 State Street in St. Joseph. In 1881, Ward became plant manager of the Michigan Basket Factory at the same time that John Higman joined that firm as a salesman.

In 1880 Ward had bought into the Cooper-Wells Company which operated the Industrial Spinning and

ANDERSON-TULLY COMPANY

Knitting Works, which manufactured hosiery and underwear. Samuel T. Cooper and Henry S. Cooper were also partners in the company. Mrs. Samuel T. Cooper was Ward's sister, and Henry S. Cooper was her son. Mrs. Henry S. Cooper and Mrs. Addison D. Kent were both daughters of Dr. R. F. Stratton of St. Joseph.

Henry Ward sold his fruit farm in 1884. In December, 1885, he took a vacation trip with his family to Orlando, Florida. While there, he received a letter from Abel Wells "with regards to the timber prospects in Tennessee" and large orders for boxes and baskets from customers at Greenfield, Tennessee. Ward wrote the postmaster at Greenfield on December 28, seeking information about Greenfield. He was referred to the wife of Dr. Scates of Greenfield, who was vacationing at the time in Ocala, Florida. Ward made the short trip to Ocala and talked with Mrs. Scates about Greenfield. After they moved to Greenfield, the Wards and Scates became good friends. Mrs. Scates taught Ward's daughter Hattie to play the piano.

After his return to St. Joseph, Ward and Wells visited Greenfield to explore the possibility of building a plant there. In April of 1886, they purchased a sixteen acre plant site and a home site for Ward from Joseph W. Ward, no relation to Henry.

Ward bought the lumber for the Greenfield factory from the McKellar Lumber Company in St. Joseph and shipped it by rail late in April of 1886. He hired the Hummell brothers to do the carpentry work and they left for Greenfield on May 4. In June, Ward began purchasing equipment for the plant and the last of it was shipped on August 23. Ward started for Greenfield the following day. He supervised the installation of the machinery and operation of the plant. His family did not move to Greenfield until October 6.

Henry Ward also had a major interest in the Mississippi Manufacturing Company which was incorporated in 1890 by P. I. Young and C. D. Rhymes and which was chartered among other things "to operate box factories for the manufacture of fruit and vegetable containers." The office and plant were on the railroad on the southside of Crystal Springs, Mississippi, a major shipping point for truck crops. The plant made crates, boxes, baskets, and hampers, which were tapered baskets with round bottoms of sawed lumber. The company was reorganized in 1910 and again in 1914 by the same stockholders, but when its plant burned in 1920, the company went out of business.

Ward owned a good share of the Tyler Box and Lumber Company of Tyler, Texas, which made mostly tomato and berry boxes. He was a major stockholder in the Georgia Veneer and Package Company, the Morgan and West Box Company, and the Wells-Higman Company.

APPENDICES

Henry Ward was a hard worker all his life, which was devoted mostly to building and operating box and basket plants. He considered money as an opportunity for enterprise. He loaned much of his money to businessmen for investment, rather than deposit it in banks, and many of these were his close friends or relatives. He exemplified a method of doing business which is rarely found today, based on personal trust and a handshake—where good friends and business associates are one and the same.

One of Ward's few vices before 1877 was chewing tobacco. At that time, along with Abel Wells, he was inspired to "live the Christian life." He gave up drinking and chewing tobacco, although he probably never did drink very much. He was a regular church-goer after that and devoted much time and money to the YMCA. He sometimes taught Sunday school at the Christian Church in Greenfield.

Henry Ward retired in 1912 and moved to Los Angeles, California, where he died on May 14, 1921, being just one month short of seventy-five years old. He was buried in St. Joseph, Michigan.

Abel W. Wells

Abel W. Wells was born in Ontario, Prescott County, Canada, on September 6, 1840. His parents, A. W. and Hannah Cass Wells were also born in Canada. His father was a merchant who moved to the United States and died in Minnesota. After attending public schools, Abel Wells moved to Muskegan, Michigan, where he worked in a sawmill. He later worked in sawmills at Belle Plaine and other Minnesota towns. He moved to St. Joseph, Michigan, in 1868 and shortly thereafter built the Michigan Basket Factory, where he made fruit and berry boxes and baskets. He formed the A. W. Wells Company partnership with Henry C. Ward, with whom he was closely associated most of his life. In 1886, Mr. Wells purchased sixteen acres of land at Greenfield, Tennessee. Henry Ward moved there and built and operated a box and basket factory for the company.

Wells helped found the Union Banking Company of St. Joseph in 1883 and was elected president of the St. Joseph Improvement and Benefit Association. Through this organization, the Industrial Spinning and Knitting Works was moved to St. Joseph in 1887. This plant manufactured hosiery and underwear. When Wells acquired an interest in the company in 1879, the name was changed to Cooper-Wells Company. He was elected president of the firm in 1889 and held that position until his death.

ANDERSON-TULLY COMPANY

Two companies were incorporated from the A. W. Wells Company in 1888 and 1889. These were the Wells-Higman Company and the Ward-Kent Company. Other stockholders were John Higman, Henry Ward, Addison Kent, Seneca Anderson, and Christopher Tully. A sister company, the Anderson-Tully Company was formed about the same time. Ward divested his interest in Ward-Kent Company plants before incorporation, but he was president of the other two companies. Wells was also a stockholder in the Georgia Veneer and Package Company of Brunswick, Georgia, and the Tyler Box and Lumber Company of Tyler, Texas.

Wells married Melvina B. Gates on January 28, 1868. They had two daughters, Clara and Cornelia, and one son, James Ogden Wells. Cornelia married Jay A. Carver of Detroit, and their daughter Cathryn is Mrs. Farrell Bushing of Memphis. J. O. Wells was a Harvard graduate and a member of Roosevelt's Roughriders. He became president of Wells-Higman Company in 1918.

Abel W. Wells was a quiet, unpretentious man who disliked display. He was a Republican and president of the St. Joseph school board for a number of years. He died on October 22, 1912, following surgery.

Glossary

Accretions Soil materials gradually deposited along the bank of a stream which build up the bank at a rate imperceptible to the eye.

Athey wagon A heavy steel wagon with tracks rather than wheels.

Bandmill A sawmill using a bandsaw as a headsaw.

Band saw A saw blade that forms a continuous band with teeth on one or both of its edges; also usually refers to the saw stand and guides.

Barrel, slack A wooden barrel not made to be liquid tight.

Board foot A unit of volume equivalent to one inch thick and one foot square.

Boom A pole or spar.

Boxed To be enclosed with boards.

Box, wirebound A box constructed primarily from veneer sheet held together by steel wire.

Bucking The cutting of tree stems into logs.

Cant A log which has been squared with a saw by removing slabs of bark and wood.

Carriage A large heavy dolly on wheels and tracks, on which logs are sawed by passing the dolly by the saw.

ANDERSON-TULLY COMPANY

Carriage feed, or feedworks The machinery used to move a carriage back and forth past a saw.

Chain saw Usually a portable power saw whose cutting teeth are linked together in a chain which rotate around the edge of a guide bar.

Chipper A machine used to reduce large pieces of wood to smaller chips, usually through the use of rotating knives.

Circle mill A sawmill which utilizes a circle saw as a headsaw.

Circle saw A circular shaped saw with cutting teeth on its circumference.

Corestock The wooden center sandwiched between outer sheets of veneer in the manufacture of plywood, flush doors, and other laminated panel products.

Crawler tractor A track-laying tractor as opposed to a tractor with wheels.

Cross-haul To load logs by pulling or lifting sideways; moving both ends simultaneously.

Debarker A machine used to remove bark from logs before they are sawed or processed.

Derrick or derrick boat A crane mounted on a barge.

Dimension Nonstandard pieces of wood made to specific dimensions and used for any purpose, but primarily for furniture parts.

Dixie A bandsaw and carriage used to saw cants or logs which have been slabbed by a headsaw. A pony saw.

Dog (n) A spike or clamp; (v) to clamp down.

GLOSSARY

Dummy line A narrow gage logging railroad or tram line. Many dummy lines used condensing locomotives rather than those with the noisy blast stack; hence, silent or dummy lines.

Felling Dropping a tree to the ground by cutting through the main stem at stump height.

Finger joint A glued joint of long, tapering, meshing projections.

Flooring, laminated Flooring made by gluing together numerous individual strips, usually face-glued in a single layer.

Flooring plank Flooring consisting of thick, wide, solid, unlaminated boards.

Forest continuous inventory Periodic remeasurement of fixed sample plots of trees and their volume application to the total forest.

Fruit protector Heavy paper liners used in baskets to keep fruit from bruising on the splints.

Hamper A round, veneer basket tapering outward from a flat, round bottom which usually is made from sawed lumber.

Harbor service Switching, mooring, moving, and tying barges for towing companies, usually in a harbor.

Hardwood Associated with trees that lose their broad leaves annually, as opposed to softwoods which have needle-like leaves.

Heading, barrel The flat top and bottom of a wooden barrel, which usually are made of sawed lumber.

ANDERSON-TULLY COMPANY

Headrig The main saw or first saw in a sawmill used to cut lumber from logs; a headsaw.

Headsaw The main saw or first saw used in a sawmill to cut lumber from logs; a headrig.

Hook joint A hook machined on the end of wood parts which interhook with each other in assembly for gluing.

Kiln or dry kiln A chamber having controlled air flow, temperature, and relative humidity for drying lumber, veneer, or other wood products.

Knuckle boom A pole or beam with a joint or elbow in the middle on which the joined sections rotate.

Lath, wood Thin narrow strips of wood which are nailed to framing and which serve as a grid to hold plaster on a wall.

Lathe, veneer A machine which holds logs or bolts and rotates them against a sharp knife to cut veneer.

Line shaft and pulley system A system of overhead shafts and pulleys which drive a number of machines with belts.

Loader A machine that loads logs onto trucks, cars, or barges.

Log turner A heavy steam or air operated lever used to turn and position logs on a sawmill carriage.

Millwork Lumber which has been planed and patterned for finish and trim work in buildings, including window sash, doors, mouldings, paneling, stairways, and cabinets.

GLOSSARY

Peeler, veneer A veneer lathe.

Planing mill A mill for surfacing lumber or working it to a pattern, such as flooring, siding, or millwork.

Raising barge A small barge with a boom and winch used to lift sunken logs.

Resaw Usually, a bandsaw used behind a headsaw to cut thick lumber into thinner lumber. A conveyor with guides, rather than a carriage, is used to feed a resaw.

Riparian rights or law Laws governing land ownership where streams effect boundary lines.

Rotary cut veneer Veneer cut on a lathe or peeler as opposed to sliced veneer which is cut with a shear.

Setworks Machinery used on a sawmill carriage to advance the log past the saw following each cut.

Shingle, wood A sheet of wood of tapered thickness which is split off or sawed from a block and is used to cover roofs.

Shook A set of parts of a wooden box or barrel.

Sinker A log which does not float.

Skidder A powered machine which drags logs from the stump to a loader site. A portable skidder uses wheels or tracks. A stationary skidder utilizes drums and cable.

Skidding Dragging logs from the stump to a loader site.

Splint, basket A thin, narrow strip of wood used to make baskets.

Stacker A machine used to build stacks of lumber for drying.

ANDERSON-TULLY COMPANY

Stave, barrel The individual parts or boards which compose the sides of barrels.

Sternwheel A paddlewheel used at the rear of a boat to drive it.

Stiffleg A large verticle mast from which a slanting boom is attached at the base for lifting.

Sustained yield A continuous average harvest for an infinite period.

Swamping Clearing the brush, vines, and small trees around a larger tree by cutting with an axe or chain saw; usually done for safety before felling or bucking.

Towboat Any powered boat used to push barges.

Tram railroad A narrow gauge logging railroad using trams, flat cars, or skeleton cars. (Trams are cars with bunks only and no sides.)

Tree wrapping Sheets of wood, usually rotary veneer, used to pack or bundle trees or other nursery stock for shipping.

Undercutting The cutting of a lip or wedge of wood from a tree during felling to effect the direction of fall.

Unstacker A machine used to take down stacks of lumber following drying.

Veneer, commercial Any wood veneer meeting general minimum specifications (except face veneer and container veneer) used in commercial trade for plywood and concealed furniture panels.

Veneer, container Wood veneer used in single sheets for boxes and baskets; usually made from soft hardwoods.

Veneer core The cylinder of wood left in a veneer lathe after the balance of the bolt has been cut into veneer.

GLOSSARY

Veneer, face Clear, highgrade veneer used to surface furniture, wall panels, bars, and cabinets; usually of more valuable species of wood, such as oak, cherry, walnut, or mahogany.

Veneer, sliced Veneer sheared from a bolt or flitch with a sharp knife, as opposed to rotating the bolt against a knife.

Veneer, wood A thin layer or sheet of wood.

Winch A machine of drums or blocks and cable or ropes which is used to pull or lift.

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Steward, James, Vicksburg, Mississippi.
Taylor, Jerry, Memphis, Tennessee.
Tucker, Virgil, Memphis, Tennessee.
Tunstall, M. D., Vicksburg, Mississippi.
Wright, Richard, Memphis, Tennessee.
Yount, Clarence, Memphis, Tennessee.

Index

- Alexander, Bill, 126
 Allen, Charley, 126
 Anderson, D.C., 41
 Anderson, Harry B., 28, 38, 48, 105
 Anderson, Seneca B., 11, 16, 17, 19-20, 25, 27, 38, 41, 45, 48, 105, 115, 153-54
 Anderson-Tully Company, 8, 17, 19, 39; dimension stock, 86; farming operations, 40; flooring and flooring blocks, 82-86; furniture parts, 85; land acquisition, 115-19; logging, 87-103; lumber exported, 77, 79-80; lumber production, 76-80; officers, 27, 28, 45, 48, 49; plywood, 80, 82; railroad cars, 67
 Bailey, E. L., 113
 Ballard, Roy, 113
 Bandsaw, Prescott, 72, 73 pl.
 Barges, 102, 109, 111
 Barnes, Elmer, 127
 Barrel staves, 41, 43
 Bart Tully (boat), 106
 Basket factory, 22
 Baskin, John, 113
 Beggs, George, 128
 "The Big Six," 19
 Bill Houser (boat), 110
 Birdwell, P. K., 41
 Bone, Nelson, 113
 Boxes, *See* Containers
 Brasfield, G. M., 41
 Bundy, Bob, 113
 Burbank, P. M., 41
 Burns, Jim, 113
 Caterpillar Tractor Company, 94
 Charles Norvell (boat), 109
 C. J. Tully (boat), 110
 Clark, Bill, 113
 Claude Tully (boat), 109
 Cloud, Cecil, 113
 Cobb, Hezekiah, 35
 Columbia Veneer Company, 40
 Connors, Joe, 113
 Containers, corrugated paper, 45, 48, 69, 76; egg and beverage, 74-76; fruit, 19-20, 22; manufacture of wooden, 22, 25, 27, 71; use of wooden, 69, 71; wooden, 25, 27, 41, 49, 74
 Corps of Engineers, 112
 Coursey, Taylor, 113
 Crates, *See* Containers
 Crouch, Ronnie, 113
 Daisy (boat), 106
 Dan Quinn (boat), 106, 109
 Danzy, W. R., 113
 Derricks, boat, 98, 102-03; logging, 95

Dial, Charley, 114
Dolphin No. 3 (boat), 106
 Drainage District No. 7, 40
 Dry dock, 110

E. L. Bailey (boat), 110
 Employees, foresters, 134;
 Madison, Ark., 130;
 Memphis, 127-30; support,
 134; Vicksburg, 121-27
Eugenia Tully (boat), 100, 106

 Federal Housing Authority, 83
 Fisher Body Division of
 General Motors, 49
 Forest, scientific management
 of, 4
Frank Phillips (boat), 111
 Freutel, Barney, 126
 Fyfe, Lowery, 19

 Georgia Veneer and Package
 Company, 40
 Greenfield Box and Basket
 Factory, 16
 Guyer, W. H., 132

 Hall (N. B.) Company, 16
 Hall, Parker, 129
 Hall, Parker, III, 127

Hall, Tully, 127
 Hall, W. P., 41
Hardwood Market Report, 129
Harry Anderson (boat), 106
 Hataway, Louis G., 126
 Hataway, Louis G., Jr., 126
Hazel (boat), 106
 Heavrin, Charley, 134
 Hebler, John, 126
Helen Tully (boat), 110
 Higman, John, Jr., 11, 17, 19,
 20, 38, 45, 154
 Hoben, Roy, 126
 Hollinger, W. A., 114
 Hollingsworth, Bob, 127
 Horses, 93-94
 Houser, W. E., 132
 Houston Brothers Lumber
 Company, 65
 Humphreys, Sam, 126
 Hunting and fishing, 119

 International Woodworkers of
 America, 135

J. C. Atlee (boat), 106
John F. Klein (boat), 106
John Morris (boat), 110
Joy Patton (boat), 106

Kanawha (boat), 109, 111
Kate Tully (boat), 110
 Kellogg Lumber Company, 52
 Kent, Addison D., 11, 13, 17,
 19, 20, 22, 45, 154-55
 Kent, William R., 49
Kit Carson (boat), 106

 Lathes, 25
 Lemsky, Abe, 79, 80, 129
 Loaders, logging, 94, 98
 Lowery, Odis, 113
 Lum, Jim, 127
 Lumber, carrier, 64; stacker, 64

Marie J. (boat), 105, 110
 Martin, H. G., 118
 McAuley, W. F., 113
Memphis (boat), 41
 Memphis Stave Manufacturing
 Company, 41
 Michigan Basket Factory, 11
 Mill, A, 66; B, 53, 63; C, 63,
 64; D, 63, 65, 77; E, 64;
 H, 65; J, 64, 66; K, 64, 77;
 No. 1, 25; No. 2, 27; No.
 3, 31; No. 4, 34; No. 5, 34;
 No. 6, 34, 49, 71; veneer,
 25, 28, 70 pl.

Mills, danger of fire, 28, 30
 Monopoly, 17
 Moore-McFerren Company,
 116, 117
 Morgan and West Box
 Company, 37-39
 Morgan, W. Brown, 27,
 30-31, 38, 41, 105
 Morris, John H., 110
 Mules, 93-94
 National Lumber Exporters
 Assoc., 79
 Niles, C. F. M., 41
 Norvell, Charley, 134
 Odom, Jesse, 41
 Old, A. P., 48
 Oxen, 93-94
 Patton, C. E., 105
 Patton, L. E., 105
 Patton-Tully Transportation
 Company, construction
 work, 112; formed, 105;
 officers, 105, 113; salvage
 operations, 111-12
 Pepper, E. W., 113
 Phillips, Frank, 113

Porterfield (boat), 109, 111
 Preston, Shelby, 128
 Price (John Porter) Lumber
 Co., 38
 Quick, J. L., 114
 Quick, Sanford, 114
 Quinn, Tom, 113
 Rafts, logging, 98-99
 Railroads, logging, 87, 95
R. E. Bundy (boat), 110, 111
 Richardson, St. George, 118
 Robertson, J. H., 113
 Robertson, Joe, 113
 Russell, R. S., 41
 St. John, Cliff, 126
Satellite (boat), 105, 106
 Sawmills, development of, 23;
 Memphis, 35
 Schneider, Al, 125
 Sellers, James R., 127
 Simpson, H. D., 127
 Skidders, logging, 93-94, 95
 Smith, Jack, 127
 Stuart, Maynard H., 22, 48, 49
 Taylor, Jerry, 113
 Tennark, Incorporated, 43-44

Tennessee Box and Basket
 Factory, 16
 Tennessee Hoop Company, 43
 Tomlinson, Bill, 134
 Tractors, 93-94, 95
 Travis, Billy, 114
 Travis, Fred, 113
 Trucks, logging, 95
 Tugboats, 102. *See also*
 Patton-Tully Transportation
 Company
 Tully, Bart C., 27, 28, 38,
 48-49, 76, 110, 112, 126,
 129, 137
 Tully, Bart, Jr., 112-13, 129
 Tully, Christopher J., 11, 13,
 16-17, 19, 20, 25, 27, 38,
 41, 45, 48-49, 77, 105, 115,
 129, 132, 155-57
 Tully, Claude J., 27, 49, 52,
 129, 137
 Tully, John, 138
 Tunstall, Buck, 126, 127
 Valentine, J. H., 94
 Vaughn, William, 113
 "Veneers, Memphis," 71
Vernie Mae (boat), 105

Veterans Administration, 83
Vicksburg Box Company, 53
Vicksburg Harbor Project, 111

Walton, A. F., 38
Walton-Knox Company, 37-38
Ward, Henry C., 11, 16-17,
19-20, 27, 38, 45, 157-59

Ward-Kent Company, 19
Wagons, logging, 95
Wells, Abel W., 11, 17, 19-
20, 22, 27, 38, 45, 159-60
Wells (A. W.) Company, 17,
19
Wells-Higman Company, 17,
19, 22

Wells, J. O., 22
W. E. McAuley (boat), 111
West, John, 30, 38, 105
Wright, Richard, 129
Yocona (boat), 103, 106, 110
Zapf, Charles F., 22